

aitwia परिवहन प्रगति
Monthly Magazine of All India Transporters Welfare Association
Parivahan Pragati

Logistics Multi-modal / Supply Chain / Warehousing / Technology / Industry / Trade



Planning and Strategies for the New Financial Year

How Video Telematics Helping Fleet Management

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Important Logistics Technology Trends for 2024

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Tresa Motors Bags Order for 1,000 e-trucks from JFK Transporters

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Beat The Heat And Drive Safe This Summer

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▶ विभिन्न हितधारकों और विशेषज्ञों ने पर्यावरण- अनुकूल शमन संबंधी उपायों सहित वन और पर्यावरण से जुड़ी मंजूरी के बारे में विभिन्न पहलुओं पर विचार-विमर्श किया

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A New Approach for A New Fiscal Year

In May 2024, the largest democracy—India will go all out to vote and choose its next government. Just imagine, 140 crore people's faith will be decided by this historic election for the next 5 years. A new government, a financial budget, and a new financial year will rewrite India's future. So, this seems as the reason why every individual is eagerly waiting to know, 'what is next for India'. Business houses, industries and corporate houses meanwhile have already started designing their blueprints for the next 5 years and beyond.

Transporters are also not behind; the community has also got engaged in chalking out their plans and strategies for a new financial year. But how many crucial points have it covered is yet to be discovered. In today's landscape, when the operational expenses are soaring, and the transportation sector is constantly evolving, considering and strategizing a well-planned financial budget is vital for growth.

Using Fuel Efficiently:

India's dependence on imported fossil fuels is rising continuously due to the limited domestic petroleum resources. Ranked fourth in the list of largest petroleum consumers, following China, the United States, and Russia, India's energy demand continues to climb. The dynamic economic growth and modernization have enormously contributed to this result.

According to the PPAC Ready Reckoner report, India's petroleum

product consumption surged to a record 114.3 million metric tonnes in the first half of the 2023-24 financial year, suggesting a robust 6.4% increase from the previous fiscal year underscoring the country's growing energy needs. Needed to note here that this also means the cost of petroleum products is increasing drastically.

Therefore, as a transporter, monitoring and managing fuel costs is crucial, to optimize the operations. One needs to analyze and understand the fuel consumption patterns of the fleet. Of course, this will help a transporter to uncover valuable insights, which eventually can help one make a calculative decision to reduce costs. One effective way to improve fuel efficiency is through providing driver training on fuel-efficient driving practices. Techniques such as smooth acceleration and braking, maintaining a steady speed, and reducing idling time can all contribute to significant fuel savings over time. Planning routes efficiently and avoiding unnecessary detours can also help minimize fuel consumption. Investing in newer and modern vehicles, designed with advanced technologies, can help reduce fuel consumption and emissions.

Planning A Budgeting and Maintaining It:

According to IBISWorld reports, one of the top success factors for a transportation company is adequate cost controls and budgeting. Needless to mention a budget supports planning goals, assists with managing money,



Ashok Gupta

helps keep costs under control, and aids with the decision-making process.

Therefore, while allocating a dedicated budget for preventive maintenance of a vehicle, it is important to think positively and instead of seeing it as an obstacle, consider making a budget a positive move that provides you with a helpful business tool. Remember, you are investing in the longevity and efficiency of your fleet. Ensuring its regular service means you as an owner are minimizing the risk of breakdowns, unexpected repairs, and associated downtime. This proactive approach not only saves you money in the long run but also helps to keep your vehicles operating smoothly and reliably. Also, one need not ignore that taking care of his vehicles can prevent larger issues from arising down the road. Meeting delivery deadlines keeps customers satisfied, which can lead to repeat business and a growing customer base. So, preventive maintenance should always be the priority to reap the benefits of a well-



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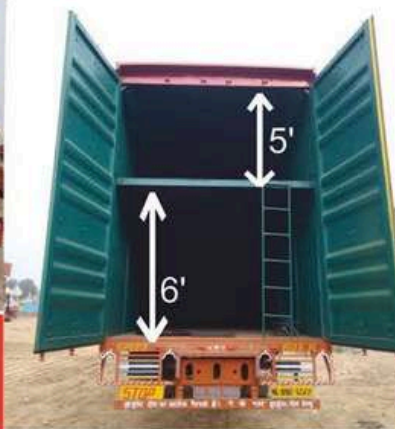
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Managing Employee Cost, Including Driver:

Truck drivers and support staff are invaluable assets to a trucking company. Therefore, a substantial portion of the budget must be dedicated to labour costs. Effective cost management in this area involves optimizing driver schedules, reducing turnover, and investing in training and safety programs to improve efficiency and reduce accidents.

Additionally, a transparent and competitive payment structure for drivers and employees (specifically drivers), such as CTC or salary based on experience is a must. Alongside, benefits such as health insurance and coverage for accidental hospitalization must be offered. This not only attracts and retains skilled employees but also shows appreciation for drivers while emphasizing their safety as a top priority. Also, the focus must be on designing a transparent payment calculation method for drivers, considering aspects like distance and duration. No doubt, this approach helps in attracting and retaining skilled drivers, leading to a dedicated workforce that delivers outstanding service.

Benefits of Opting Efficient Routes:

Choosing the most efficient routes for deliveries can significantly reduce fuel and labour costs. So, one needs to minimize unnecessary travel and optimize fuel consumption. One can



helps to reduce fuel costs and minimize wear and tear on vehicles. Also, one requires considering variables such as traffic congestion and tolling charges to ensure that the opted routes are as cost-effective and time-efficient as possible. For sure, by incorporating these elements into your delivery strategy, you can improve overall efficiency and customer satisfaction.

Opting for the Right Insurance:

Choosing the most efficient routes for deliveries can significantly reduce fuel and labour costs. So, one needs to minimize unnecessary travel and optimize fuel consumption. One can streamline the delivery process by mapping out the most efficient routes by using software and real-time traffic data

streamline the delivery process by mapping out the most efficient routes by using software and real-time traffic data. This not only saves time but also

Insurance is a critical expense in the trucking industry, but it's also a vital protection for the business. Managing insurance costs involves selecting the right coverage, promoting safety measures, and minimizing risks to prevent premium increases. As a businessman, one has to review the existing insurance plans and ensure that they offer adequate coverage for potential accidents, theft, and third-party liability. Also, the owner/company needs to explore various options for multi-vehicle discounts and negotiate premiums with insurance providers.

In short, in the competitive trucking industry, managing costs isn't an option; it has become a necessity. Trucking companies that prioritize cost management can improve profitability, maintain a competitive edge, and secure long-term success. And, by monitoring expenses, optimizing operations, and embracing cost-effective technologies, a trucking company can navigate the road to sustainable profitability with confidence and resilience.

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Quality Infrastructure Plus Transportation Strategy Is Equal to Growth!



Ramesh Agarwal
National President, AITWA

Connectivity infrastructure is an important medium for trade and economic growth. Unfortunately, India is not amongst the A-lister countries that offer world-class transport systems, in fact, India's infrastructure capacity are below per compared to the developed countries. India is gradually catching up but it will have to move fast to meet the demands of increasing urbanization and growing traffic. Otherwise, it will add more pressure on a largely inadequate transport system.

We know, road, rail, air, inland waterway and ocean shipping are the modes that build the transport system, and the government cannot ignore even a single mode to make the system efficient and sustainable. Then only,

the system will be able to serve different passenger and freight transport markets: rural, urban, inter-city and international, profoundly to extract highly varied economic and financial returns. In addition, the transport sector generates various environmental and social impacts. Therefore, it is necessary to develop sustainable transport that is financially and economically viable, fiscally responsible, environmentally sustainable and socially acceptable.

This also means that a well-functioning freight transportation system is an essential element in any successful economy. However, at the beginning of the new millennium, the prediction is that the demand for goods movement will outstrip the rate of improvements to the physical

infrastructure. Marked growth in time-sensitive freight markets will tax demands on a system that already is operating near capacity in some areas.

In India, as a new financial year is soon to take off, transporters across the nation are diving deep to plan and strategize to rewrite the growth story of the transport sector. Besides, trimming the increasing operational costs, the transporters also need to consider the constantly evolving nature of the transportation sector for achieving financial growth.

Therefore, transporters must raise the need of an infrastructural upgradation to the would-be the new government, as existing infrastructure often falls behind the growth in traffic. For sure, infrastructure upgradation will help meet high economic return. Additionally, transport integration can reap benefits as it will enhance seamless transport across different modes or within a network. For instance, inter-city railways need to be well integrated with the urban transport systems through integrated transport hubs, and ports and airports need good road and/or rail connection to the hinterlands. Similarly, certain domestic links can become a crucial part of an international transport network. Such infrastructure can be crucial in completing the whole network and bringing about greater network resilience.

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witnessed serious disruptions in global strategies, due to uncalculated crisis. Along with this, the changes in consumer behavior, growing demands that call for shorter delivery cycles, and the capacity crisis have added to the table an issue that calls for innovative solutions. In order to stay afloat and competitive in this challenging and ever-changing economy, you need a more strategic transport plan and an effective transportation system.

Priorities for building an efficient transportation budget:

1. Considering the freight volumes: Always get an accurate forecast of freight volumes and lanes, this can happen only with a clear and clarified communication process between operational managers, inventory managers, sales, vendors, and analytics. Most companies have their lanes planned far ahead, so this should be an estimate close to the real number. As for freight volume and additional factors, using historical shipping data and considering current market dynamics will be beneficial for forecasting your transportation costs even more precisely.

2. Knowing the current industry trends helps: We all know how the transportation industry was deeply affected by lockdown measures in 2022. This taught many lessons to transporters and how to be ready to cope up with drastic changes to operate freights. Understanding where the industry is helps set expectations on both available freight and budget requirements.

3. Be open to consider extra charges: One of the best tips for accurate budgeting is leaving room for accessory charges. One must not be solely rely on lean inventory or accounting from operational management. With current volatility, transporters' budget should be as flexible as possible.

4. Monitor fuel prices and freight rates: One needs to be vigilant about the fuel prices and freight costs, ignoring these can lead to frequent budget headaches! Be sure to stay one step ahead of the game with a 3PL that can keep rates competitive, no matter what is the market.

5. Digitalize your transport processes and gain visibility: One of the most important aspects of today's technology is visibility. With a

One of the most important aspects of today's technology is visibility. With a transport management solution, you gain end-to-end visibility on all your processes, from loading to delivery. This allows you to choose alternate scenarios in case of disruptions and keep the communication going between all parties involved

transport management solution, you gain end-to-end visibility on all your processes, from loading to delivery. This allows you to choose alternate scenarios in case of disruptions and keep the communication going between all parties involved.

6. Flexible transportation management: With improved flexibility comes better service and better end-results. It is with the right digital solutions that you can gain the much-needed flexibility that will allow you to choose and provide better transportation options. When you are

flexible in your transport management, you automatically ensure a way of completing your process, reaching higher levels of customer satisfaction and the possibility to process different size orders.

7. Scalability is everything: Your business as well as your activities is bound to grow. Your transportation management strategy must be able to expand with you and meet your increased demands. Scalability is everything in today's ever-changing world and markets, if you are trying to catch up to speed then so must your transport management system.

8. Go green with a sustainable transport strategy: New rules and regulations are being implemented in order to try and reduce GHG emissions, particularly for the transportation industry. Adopting sustainable actions and ways of conducting business is not a hard thing to do when the right transport management solutions come in the picture. In addition, with the current public awareness and sensitivity to that matter, being green and adopting a sustainable transport strategy creates customer affinity and validation, a way for you to rise above the competition.

As we know that a well-functioning freight transportation system is an essential element in any successful economy, transport management is very vital. In recent years, we have witnessed various complexities and new transportation challenges. To remain afloat, a balance must be maintained between the rapidly changing demands, the markets and their trends. There will always be substantial factors that are out our control to affect the overall productivity but we will have to ensure an efficient mode of transportation to grow constantly.



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A realistic budget for unrealistic growth!

That's how the transport world should plan their budget.

In their recent global reports, IBISWorld revealed that one of the top success factors for a transportation company to be prosperous is adequate cost controls and budgeting. This is simply because a budget is not just limited to acting as a guide but to assist you in making better spending decisions. From setting goals to assisting in managing money, helping to keep costs under control to aiding the decision-making process, its role is very diverse. A transporter while creating a budget should always be mindful to be positive, to act and to think positively. One should never consider a budget as an obstacle; in fact, it should be welcomed to make a positive move that can provide you with a helpful business direction.

There are different kinds of budgets, which can come in handy in deciding your plan of action in an upcoming financial year.

Budget on an accrual basis: Accrual budgeting entails planning that includes revenues and expenses in the budget of the year in which the underlying economic events are expected to occur, not necessarily in the year in which the related cash is expected to be received or paid. Some transportation companies find it beneficial to budget on an accrual basis to estimate net income.

Budgeting for cash flow: A cash flow budget estimates your business's cash flow over a specific period. You can use the information to see if you have enough cash coming in to maintain regular operations over the given time frame. It can also give insight into how to allocate your budget effectively.

There are many companies which follow both budgets, for their critical

financial performances. But regardless of which budget type one chooses, it is required to ensure that the goal of the budget is clear and not compromised. Also, the company has to be aware of pending changes in regulations, such as overtime rules, health care changes, and new tax laws, before penning down the budget.

Before planning the budget emphasis has to be given to knowing the health of your company. It is another important aspect to plan your budget. So what if your business is not exactly like every other one in your industry always remember there are similarities. Dive to get deep insight and identify the areas where your results vary significantly from other similar companies to make better spending decisions.

Further, be alert to understand the risks of your business and the transportation industry. For example, there should be a different parameter for a truck travelling from Delhi to Jaipur and a truck travelling from Delhi to Guwahati, as distance and various other situations count. Moreover, you should identify the most substantial threats to productivity within your organization and plan for their financial impact.

In addition, always create a team to plan the budget for a financial year. There is a stigma attached that budgeting is a task for members of management, but there may be other individuals who can also share their knowledge and expertise. Involving people with an economic blend of mind always helps. Besides, it should not be a creation of one person. Always keep in mind that when certain team members are held accountable for the budget, they will surely influence its



Abhishek Gupta
General Secretary, AITWA

creation.

Also, be cautious that your budget is a financial representation of your business plan. Creating a budget should not be attempted until you have a developed and refined business plan. Do remember that a budget is not that effective when it is designed toward a targeted number. There is the likelihood that employees will dismiss unrealistic budgets as unattainable and ignore them completely.

A budget should include your fixed costs first – expenses like rent, insurance, and other amounts that you know are inevitable. Everything has to be in detail and preferences must be given to essential expenses rather than non-essential expenses.

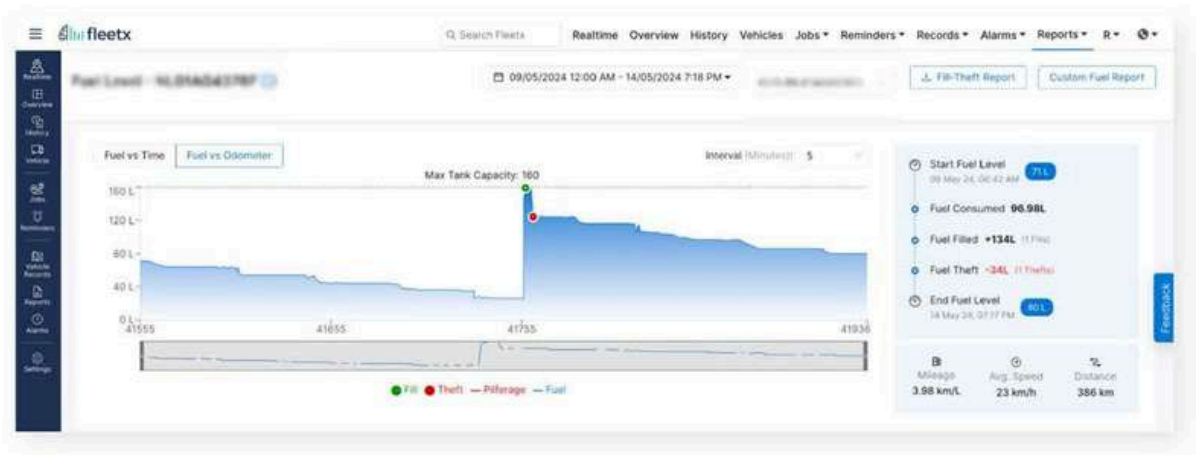
Notably, a company's budget should not be a secret. However, crucial financial information should always be kept to a limited group. Interestingly, the more the budget is shared it will lead to greater transparency, increased feedback, and beneficial communication. The focus should always be on drafting a realistic budget, which will allow a company to make informed business decisions that eventually will lead to continued success.

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AI-Enabled Video Telematics: A Key to Transforming Fleet Operations

Understanding Video Telematics Powered by AI

To monitor vehicle fleets, video telematics combines telemetry and video data recording. By enabling automatic video footage analysis, generating real-time warnings, and offering actionable insights that were previously impossible with conventional video systems, AI improves these systems. These AI-enabled systems record real-time footage using cameras implanted within the vehicle. The footage is then analyzed by AI algorithms in order to identify patterns and detect hazardous driving behaviors, such as sudden lane changes and distracted driving.

Fleets.io's Innovative Approach

The mission of Fleets.io's video telematics solutions is to increase operational effectiveness while improving driver, vehicle, and cargo safety. The platform's cutting-edge AI algorithms offer vital insights that facilitate quick, well-informed decision-making. Most notably, Fleets.io's technology enables fleet managers to take prompt corrective action by providing real-time notifications that inform them of

AI's Contribution in Revolutionizing Fleet Management

Fleet management is being redefined by AI-enabled video telematics, which lowers operating costs, maximizes route management, and improves safety. Leading the way in this cutting-edge industry, Fleets.io incorporates AI into its video telematics systems to provide never-before-seen insights into fleet operations.

Fleet managers' top priorities in the fast-paced world of today are the security of cargo and the safety of drivers. The integration of Artificial Intelligence (AI) with video telematics represents noteworthy progress toward enhancing road safety and securing transportation. These technologies do more than just record; They evaluate data in real-time to assist avoid mishaps and ensure the safe delivery of cargo.



possible problems like hard braking, a sudden acceleration, or a near-miss.

Improving Safety and Operational Efficiency

The route optimization capabilities of Fleetx.io's system evaluate current traffic circumstances and historical data to recommend the most economical routes, which lowers fuel consumption and vehicle wear and tear.

By utilizing actual vehicle usage patterns and diagnostic data gathered by AI, the platform's predictive maintenance features make sure that vehicles are serviced at the best intervals to avoid breakdowns and extend fleet life.

Maintaining Security and Compliance

AI-enabled video telematics also has a big impact on security and regulatory standard compliance. Fleets may comply with safety

rules and environmental standards by using Fleetx.io's solutions, which monitor and report on vehicle emissions and

Leveraging these robust features, Fleetx Video Telematics is a road safety guardian. It equips fleet managers with the tools necessary to maintain high safety standards, ensuring that every journey is monitored and every potential risk is addressed promptly

driver compliance with traffic laws. Live video streaming and historical playback are only two examples of integrated security

features that discourage theft and guarantee that any incidents are documented, which is crucial for settling disagreements and claims.

Effects

Fleet management is evolving as a result, of businesses improving efficiency and safety, Artificial Intelligence technology offers previously unthinkable deep insights into fleet operations. AI-enabled video telematics will surely become a mainstay of current fleet management techniques as the transportation industry develops, spurring innovation and excellence in this fast-paced field.

In a world where road safety is paramount, Fleetx Video Telematics sets a new standard. It's not just technology; it's a commitment to making our roads safer for all. Embracing these innovations is not an option; it's an obligation to protect lives on our roads.

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Brahma Kumaris

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Pipavav	
Import 55.4 hrs	Export 109.7 hrs

Hazira	
Import 14.5 hrs	Export 124.0 hrs

Mundra	
Import 19.5 hrs	Export 114.0 hrs

Nhava Sheva (JNPA)	
Import 17.2 hrs	Export 74.6 hrs

Kandla	
Import 22.2 hrs	Export 110.7 hrs

Tuticorin	
Import 37.1 hrs	Export 71.6 hrs

Kochi	
Import 35.1 hrs	Export 104.0 hrs

New Mangalore	
Import 73.4 hrs	Export 87.4 hrs

Kattupalli	
Import 52.2 hrs	Export 96.6 hrs

Ennore	
Import 35.3 hrs	Export 95.6 hrs

Chennai	
Import 37.4 hrs	Export 104.2 hrs

Kolkata	
Import 35.9 hrs	Export 147.8 hrs

Visakhapatnam	
Import 43.7 hrs	Export 97.0 hrs

Haldia	
Import 74.3 hrs	Export 192.0 hrs

Indicates decrease/increase (+/- 10% or above) in dwell time from last month

Note: Dwell time includes the free time at the port All values are in hours

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AITWA's Highway Heroes + Campaign Is All For Drivers' Welfare

All India Transporters' Welfare Association (AITWA) has always been the torchbearer for the welfare of the transport community. This has been the core principle of AITWA since its inception in 2000. AITWA need not reiterate this, as its Highway Heroes program, initiated in the year 2019 says it all. This initiative was launched by Union Transport Minister Mr Nitin Gadkari. In 2023, this project came with other benefits and facilities and was renamed Highway Heroes+.

Recently, AITWA joined hands with CJDarcl and TATA Steel to organize a campaign for Highway Heroes+, powered by Lawyered. The program was an effort to improve truck drivers' welfare. The event was held at the Tata Steel Plant in Sahibabad. The campaign aimed at promoting the overall well-being of drivers and provided essential health screenings, including eye tests and health checkups for truck drivers, and highlighted how partnership can benefit and bring a positive change to the transportation industry.

The campaign, besides offering health screenings, also conducted eye testing and distributed spectacles and medicine for free. The event sent a strong message to the industry and the whole community that projects like Highway Heroes+ are important and must be supported. After all, it's an initiative designed to support and empower truck drivers, who play a significant role in the transport industry's growth. In today's highly-paced life, driver safety is paramount, and making their life comprehensively covered is indispensable.

Here are a few features of Highway Heroes+ (HH+) that provide drivers with peace of mind and security:

1.HH+ offers a lump sum payout of 5 Lakhs - in the event of a tragic accident,



resulting in loss of life or permanent disability

2.HH+ ensures cashless payment of up to 1.5 Lakhs for personal accident hospitalisation - the policy ensures immediate access to necessary treatment

3. HH+ provides 1% of the sum assured every week, up to a maximum of 100 weeks - in case of total disability

4. In addition to these, HH+ offers 24x7 on-road legal assistance to drivers.

These features offer comprehensive protection and support for drivers, promoting safety and resilience on the road.

There is no doubt that this effort underscores a commitment to addressing the holistic needs of drivers, emphasizing both their physical health and professional welfare. By integrating health checkups with the promotion of Highway Heroes+, AITWA and CJDarcl show a proactive approach to supporting driver well-being and road safety.

More than 250 truck drivers participated in the event, exhibiting their interest and engagement with the initiative. Their enthusiasm underscored the positive reception of Highway Heroes+ and its importance in improving the welfare of the trucking community.

AITWA, by organizing health checkup

camps regularly reemphasises its dedication to improving the welfare of truck drivers. Such general health checkup programs help drivers address their physical health needs and promote their overall well-being. This way, Highway Heroes+, always contributes to road safety and efficiency in the transportation industry.

The event witnessed the presence of industry key figures, including Mr. JP Singla, CEO of AITWA, Mr. Jagjit Singh Bhatti, Logistics Head of Tata Steel and Amit ji of CJDarcl along with the Lawyered team, who supported the campaign.

While describing the event Mr. Bhatti praised the collaboration for its significance in improving truck drivers' lives, and Amit ji commended the initiative for its impact on the industry. Since the launch of the Highway Heroes+ campaign in September 2023, AITWA has empowered over 10,000 truck drivers through the Highway Heroes+ program. This initiative benefits not only the drivers but also their families, who rely on their driver sons/husbands/fathers.

AITWA is proud and happy to help drivers and their families across India and how its role has impacted road safety and efficiency for the transportation industry.



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Important Logistics Technology Trends for 2024



In the age of digitalization, it can be tough to keep up with different technological trends, simply because there seems to be something new every day. However, business owners need to have a hawk eye to stay up-to-date on the latest innovations that can help them stay ahead in the race of cut-throat competition.

We have already seen the importance of machine learning, artificial intelligence, the Internet of Things (IoT), and supply chain integration in the logistics set-up. Their effective use can be quite fruitful in ensuring that as an owner you always remain the leader of the pack. Therefore, it has become even more crucial than ever to be aware of these logistics trends given that consumers demand more from

businesses in terms of real-time communication, technology, and delivery speeds.

Transportation and Logistics Trends Matter because advanced technological solutions have affected all industries, especially the logistics sector. Consumers nowadays are technologically savvy, and this, in turn, makes them demand more from businesses. They want quick shipping, real-time visibility, flexibility, and great customer service. Falling behind technological trends is not an option for businesses, as consumer demands can only be fulfilled with the help of logistics technology. Companies that evolve with technology are the only ones that will survive in the long run.

It is important to know the Important Logistics Technology Trends for 2024

because adoption of digital technology has been accelerating since the start of the COVID-19 pandemic, and it's continuing to influence everything from e-commerce to the global supply chain.

A McKinsey Global Survey of executives showed that the COVID-19 response hastened the adoption of digital technologies relating to customer and supply-chain interaction as well as internal operations by three to four years. As we've seen throughout 2022, many of these changes are for the long haul. Many companies that implemented short-term solutions to meet new demands have kept up a rapid rate of change in responding to the "new normal."

The logistics industry wasn't spared from having to adapt quickly. Digitization and last mile software are proving efficient tools for B2B delivery operations, B2C businesses, carriers, shippers, and so on. Here are the logistics technology trends that will shape the industry in 2024 and beyond.

The need for automation accelerated after the pandemic, though on-demand deliveries were already on the rise even before the pandemic, which forced businesses to make major changes including automation. Further, the rising costs and ongoing labour and parts shortages in the past few years have only further cemented its need.

Automation in distribution centres or warehouses pertains to anything from process automation to physical automation. Some of the usual warehouse automation includes digitization of manual processes, pick-to-light systems with operators using barcodes to scan and LED lights indicating the number of items for pick-up and their destination, and autonomous mobile robots working



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inside warehouses.

Businesses will continue to automate many of their processes at varying levels depending on their warehouse or distribution centre sizes as well as the volume and types of orders they regularly fulfil.

The presence of SaaS technology options is a must in the logistics sphere, as it is making it possible for more and more companies to access cutting-edge logistics technology. Where, previously, only fairly large logistics businesses could undertake the kinds of long-term infrastructure and IT projects required to run the latest and greatest software, nowadays the onus is on the software provider to keep everything running smoothly.

This means that businesses that previously would have been stuck leveraging legacy solutions or running manual processes can now compete with larger businesses on the technology front.

Artificial Intelligence (AI) and Machine Learning (ML) have been playing significant roles in the transformation of the transportation and logistics sector. Even as trendier technologies like ChatGPT and other large language models (LLMs) garner headlines, narrowing AI applications in logistics is making a real impact.

The use of AI and ML to identify every link within the supply chain is set to continue. AI, when used for decision-making in the supply chain, reduces human error. AI in warehouse management makes the planning process much easier by speeding up analysis time.

Likewise, demand prediction is much easier despite having to factor in multiple demand-influencing considerations and past experiences, as AI will compile all reliable prognoses quickly. Last-mile logistics analysis and optimization, supplier

selection, and workforce planning are processes powered by AI and ML. In short, AI and ML offer visible results and are useful tools in solving some of the most complex issues in logistics.

Artificial Intelligence and Machine Learning are also being used for supply chain predictive analytics and are techniques that are grabbing the

Artificial Intelligence and Machine Learning are also being used for supply chain predictive analytics and are techniques that are grabbing the attention of industry players. They are helpful in demand forecasting of products so logistics companies can optimize the use of their warehouses by segregating low-demand products from high-demand goods. Likewise, they can be a big help in effective route optimization

attention of industry players. They are helpful in demand forecasting of products so logistics companies can optimize the use of their warehouses by segregating low-demand products from high-demand goods. Likewise, they can be a big help in effective route optimization.

The Internet of Things (IoT) is transforming all aspects of our lives, including the logistics sector. Expanding IoT results in the growth of various connections between goods, packaging, transportation hubs, and vehicles, it offers more data that helps in managing assets remotely, predicting risk, ensuring proper cargo handling, and forecasting traffic congestion.

Transportation Management Systems (TMS) are gaining popularity in today's tech-savvy world but most importantly it is also attaining momentum among logistics firms. This is a welcome step considering many technological tools require proper organization and management in one common center. TMS is being used to manage carriers and optimize route automation. It is useful for tracking delivery drivers in real time, lowering freight expenses, increasing transparency, and improving overall customer satisfaction scores.

The basic idea of making this trend effective across the entire logistics chain is to ensure that the TMS and the last-mile technology can share data easily and integrate seamlessly.

We all understand that all industries are undergoing a digital transformation at a faster pace than expected. A majority of companies may not have been prepared to make a quick digital transition when the pandemic struck, but they nevertheless have adopted logistics technologies as quickly as possible to meet the challenges posed by the pandemic.

In a sector, where quality, speed, and integration are necessary to keep everyone in the value chain satisfied, logistics companies have their work cut out for them as they can only remain competitive by keeping up with technological trends.



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Musk's Tesla to Set Up India Plant Ahead of Government Deadline

Elon Musk's Tesla will set up the India assembly plant earlier than the three-year deadline which the government's electric vehicle policy has laid down for global companies choosing to import their cars at concessional import duty. The company is also likely to meet the localisation content ahead of the schedule laid down by the government. Tata Group's semiconductor fabrication plant which will come up at Dholera in Gujarat, has been identified as one of the major supplier of chips to Tesla.

Government sources said that Tesla has indicated that it will source 30-40% of chips and forgings for its vehicles from India, reported Express Mobility. "These two components comprises around 40-50% of what goes into making of EVs, so it makes sense for Tesla to set up its assembly plant in the country as early as possible," sources said. Obviously, Tesla will supply chips and forgings sourced from India to its plants in US, but it makes sense to assemble the products closer to the point where the components are sourced from.

Under the EV policy, manufacturers have to achieve 25% localisation by the third year and 50% by the fifth year. Sources said that since majority of chips and forgings will be sourced from India, the company will be able



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Under the EV policy, global automakers will be allowed to import completely built-up units (CBU) at a concessional import duty of 15% for

vehicles which are priced (cost, insurance & freight) \$35,000 and above for a period of five years. However, they will be required to set up manufacturing facilities in the country within a three-year period.

For companies which are not opting for this route, CBUs priced more than \$40,000 will continue to attract 100% duty and those below it, at 70%.

The 15% concessional import duty is the same which is applicable for completely knocked down (CKD) units, which are assembled in the country.

Companies availing this benefit, will have to commit a minimum investment of Rs 4,150 crore (\$500 million) in India – there's no upper limit on investments.

The duty foregone on the total number of EVs permitted for import will be capped at the investment made or Rs 6,484 crore (equal to incentive under the production-linked incentive scheme). Additionally, a maximum of 40,000 EVs, at a rate not exceeding 8,000 per year, will be allowed if the investment crosses \$800 million.

The scheme also requires companies to back their commitments with a bank guarantee in lieu of the custom duty forgone, which will be encashed in case of non-compliance with domestic value addition and minimum investment criteria.

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Tata Motors Opens New Registered Vehicle Scrapping Facility Near Delhi

Tata Motors, India's leading automobile manufacturer, has inaugurated its fifth Registered Vehicle Scrapping Facility (RVSF) near Delhi, reported Business Standard. The facility, named Re.Wi.Re (Recycle with Respect), is designed to dismantle end-of-life vehicles in an environmentally friendly way.

This facility has the annual capacity to responsibly dismantle 18,000 end-of-life vehicles. Partnering with Johar

This facility has the annual capacity to responsibly dismantle 18,000 end-of-life vehicles. Partnering with Johar Motors, the RVSF near Delhi is equipped to scrap passenger and commercial vehicles of all brands. The facility also ensures safe dismantling of various components, including tyres, batteries, fuel, oils, liquids, and gases. The facility is also fully digitalised

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facility also ensures safe dismantling of various components, including tyres, batteries, fuel, oils, liquids, and gases. The facility is also fully digitalised.

Speaking on this, Girish Wagh, Executive Director, Tata Motors, said, "The launch of our fifth scrapping facility marks a significant step forward in making sustainable practices and responsible vehicle disposal more accessible. Creating value from scrap aligns with our vision of building a circular economy. It also contributes to the Government's efforts to promote sustainable automotive practices."

This new facility follows the success of the company's four existing RVSFs

located in Jaipur, Bhubaneswar, Surat, and Chandigarh.

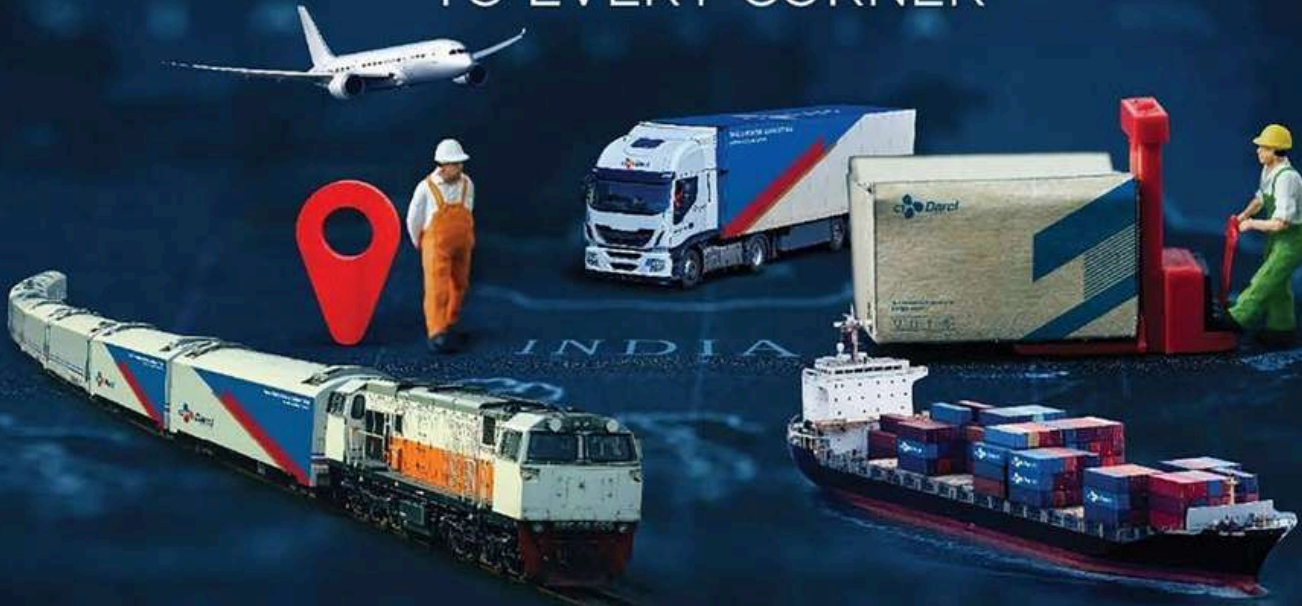
Besides, Tata Motors in March said that it will raise prices of its commercial vehicles by up to 2% from April 1 to offset the residual impact of past input costs.

Tata Motors, India's top automaker by revenue, had last hiked prices for its CV range by up to 3% in January.

Also, Tata Motors announced that it will split into two listed companies, separating its CV business from its passenger vehicle arm.

The CV entity will likely generate substantial earnings and cash flow to comfortably service its debt obligations, ratings agency Moody's said.

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CV Exports Skid in FY24 on Global Woes

Exports of commercial vehicles (CVs) has seen a fall in 2023-24. This is owing to the Russia-Ukraine and Israel-Gaza conflicts, a slowdown in the global economy, and foreign exchange crises in key markets, said the Society of Indian Automobile Manufacturers (SIAM), reported Business Standard.

Exports of passenger vehicles (PVs) also increased marginally in 2023-24. Approximately 672,000 units of PVs were exported from India, recording a 1.4 per cent year-on-year (Y-o-Y) growth.

India exported 3.458 million units of two wheelers in 2023-24, a fall of 5.3 per cent Y-o-Y. Exports of three wheelers stood at 300,000 units, an 18 per cent Y-o-Y fall.

Meanwhile, passenger vehicle wholesales in India touched a record high of 4.2 million units in the financial year 2023-24, registering a Y-o-Y growth of 8.4 per cent, on the back of robust demand for utility vehicles.

“There are geopolitical factors behind the drop in exports. There is a war going on. The global situation is also not so good. Some countries where we are very strong in two wheeler and commercial vehicle exports are facing foreign exchange issues. These are the main factors. However, in the January-March quarter, we have seen good recovery in exports. Therefore, we are hopeful that the situation will improve,” Vinod Aggarwal, president of SIAM, said.

If you look at two-wheeler exports in the last quarter, the growth has been



significant. It stood at about 30 per cent, he added.

Aggarwal also talked about the impact of the Red Sea crisis on exports.

“As far as the Red Sea crisis is concerned, I think we have worked around that issue. The ships are taking a slightly longer route than the usual one. Based on that, the lead times have gone up by 15-20 per cent. Earlier, it was eight weeks. Now, it is about 10 weeks. Lead time has gone up. And due to that, the cost would have gone up a little bit. With that, the situation has been resolved,” he said.

The Red Sea crisis began on November 19, 2023, with the Iran-backed Houthis in Yemen launching their first attack on Galaxy Leader, a merchant ship. At least 25 attacks have been reported to date, and this encompasses anti-ship missiles, piracy, ballistic missiles, and unmanned aerial vehicle strikes.

He said Indian PV sales growth in

2024-25 could be in higher single digits.

“We are very positive on the growth outlook based on the fundamentals. We are expecting good growth in the economy. We are hoping for a good monsoon...The growth could be in the higher single digit,” he added.

He said there will be a temporary impact of general elections — the final count will be done on June 4 — on auto sales in the country.

“During the election season, various projects generally slow down in their execution, because the decision makers or the government machinery is busy with the electoral process. Therefore, we are expecting there would be a huge pent-up demand after the new government is formed in the first week of June. Therefore, there would be a temporary impact. Overall, the situation will be good after the elections,” he added.

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Bengaluru Start-up Minus Zero Partners with Ashok Leyland to Deploy Autonomous Trucks



Bengaluru-based autonomous driving technology startup Minus Zero has announced a strategic alliance with Ashok Leyland, one of the country's leading commercial vehicle manufacturers, reported Express Mobility.

The long-term partnership aims to revolutionise commercial trucking through the deployment of autonomous solutions at scale. The initial focus of this collaboration will be on developing tailored autonomous trucking solutions for ports, factory operations and corporate campuses. Future endeavours include expanding into hub-to-hub applications and long-haul trucking, subject to evolving regulatory frameworks surrounding autonomous driving.

As per the understanding, Minus Zero will integrate its autonomous driving

platform leveraging its pioneering nature-inspired AI technology, into Ashok Leyland's fleet of commercial vehicles. The collaboration aims for safe and scalable adoption of autonomous driving in commercial vehicles.

Last year, Minus Zero demonstrated the capabilities of its autonomous driving platform in a closed environment through a purpose-built vehicle, zPod. With global regulations and infrastructure evolving to support autonomous driving, the partners state that the collaboration can extend to offer joint product offerings to international markets.

Gagandeep Rehal, CEO and Co-founder, Minus Zero said: "Ashok Leyland brings decades of experience in delivering high quality products at scale and we're excited to partner with them in this journey of accelerating

autonomous driving in India and globally. With our Nature-inspired AI, we are bringing a paradigm shift by building Foundational AI models for autonomous driving. This partnership marks the beginning of India's Autonomous Driving story."

N Saravanan, Chief Technology Officer, Ashok Leyland said: "Ashok Leyland has been looking for ways to reduce the cost of logistics in India in line with the Government's National Logistics Policy. We see a role for autonomous driving in select sectors in achieving this and we have been partnering pioneering startups in this area. Minus Zero's capabilities and plans impressed us, and we are excited to be working with them to develop India-specific solutions, that can be scaled globally. We see spin-off benefits in developing cost-effective active safety solutions to reduce the road accidents."

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- ✓ कोई अवधि दस्तावेजी आवश्यकता नहीं है जैसे बैलेंस शीट आदि।
- ✓ स्वतः लिमिट ड्रॉप उपलब्ध।

अधिक जानकारी के लिए सम्पर्क करें।

* नियम और शर्तें लागू। यस बैंक के विवेकाधिकार पर ऋण स्वीकृत किए जाते हैं। इसमें निहित कुछ भी यस बैंक के किसी भी उत्पाद/सेवा को खरीदने या कोई अधिकार या दायित्व बनाने के लिए निमंत्रण या आग्रह नहीं माना जाएगा। बैंक उत्पादों की बिक्री/विपणन आदि में एजेंटों की सेवाओं का उपयोग कर सकता है। यस बैंक करता है ब्योरे में दी गई किसी बात पर भरोसा करते हुए किसी के द्वारा किए गए किसी नुकसान या खर्च किए गए डोमन के लिए कोई आदत या जिम्मेदारी नहीं लें। साइट पर प्रदान की गई सामग्री या सूचना और/या तीसरे पक्ष के कृत्यों/चूक के कारण।

Tresa Motors Bags Order for 1,000 e-trucks from JFK Transporters

Tresa Motors, a start-up focussing on medium and heavy electric trucks, has announced that it has secured a pre-order of 1,000 trucks from JFK Transporters, a leading logistics company, reported Express Mobility.

The partnership it says will offer an expansive stage for Tresa Motors to showcase its capabilities on Indian roads. For Tresa Motors, getting validation through pre-order placements represents an opportunity to cement itself as a leader in the electric vehicle trucking industry. JFK Transporters, on the other hand, stands to benefit from early access to Tresa's state-of-the-art electric trucks, enhancing its fleet's performance and efficiency.

Rohan Shravan, Founder & CEO, Tresa Motors said, "We have worked for many years to get to the stage we are at now, with Tresa, and yet, this is just the beginning. We are delighted that leading logistics companies like JFK Transporters are coming forward and reposing their faith in us. Tresa trucks represent the pinnacle of innovation, combining cutting-edge technology with sustainability. This partnership underscores our shared commitment to reducing carbon



We have worked for many years to get to the stage we are at now, with Tresa, and yet, this is just the beginning. We are delighted that leading logistics companies like JFK Transporters are coming forward and reposing their faith in us. Tresa trucks represent the pinnacle of innovation, combining cutting-edge technology with sustainability

emissions and paving the way for a cleaner, more efficient, and more environmentally responsible transportation industry."

Adil Kotwal, MD, JFK Transporters said, "JFK Transporters has always been at the forefront of embracing sustainable practices. By incorporating Tresa Motors' advanced electric trucks into our fleet, we are taking a significant step towards

achieving our goal of reducing our carbon footprint while maintaining the highest standards of operational efficiency and safety."

Tresa Motors claims its trucks come with a maximum torque of 24000Nm and a top speed of 120kmph, supported by a 300kWh battery allowing for a quick 15-minute charge time (10-80% SOC).

It is built on the Axial Flux Motor Platform Flux 350 and equipped with the Meg50 800V 50 kWh self-contained battery pack module. Tresa claims its trucks offer superior performance, enhanced cooling capabilities, increased efficiency, compact size, and flexibility, all within IP69 self-contained enclosures with embedded active-liquid cooling for tailored ranges based on payload, ensuring cost-effectiveness for customers.

X



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Safety Design of Commercial Vehicles Needs Auto Intelligence



With the sales of commercial vehicles on the rise in India, up by 34.3% according to the Society of Indian Automobile Manufacturers (SIAM) 2023 report, safety has become an imperative feature. Automotive manufacturers and suppliers are placing immense emphasis on designing technology that will minimize risk-to-life to a significant extent, according to Express Mobility.

In the realm of commercial vehicles (CVs), safety design has gone through a noticeable evolution over the last few years. For decades safety innovation focused on mechanical safety features – through crash boxes, improving seating, or engine positions. The focus was also on ensuring the right infrastructural

designs were in place through regulations and policies. But eventually, we reached a point of saturation with our innovations and designs.

That is when a new era dawned as electronic systems took center stage and began revolutionizing safety features. In the 1970s, the implementation of anti-lock braking systems (ABS) skyrocketed, helping deliver enhanced control to drivers and reducing accidents to a large extent.

While active measures (like ABS) faced initial complexity and cost challenges, passive safety measures gained substantial momentum. As is common knowledge, vehicle safety design focuses on active and passive safety. Active safety features prevent accidents from occurring in the first

place. In contrast, passive safety features reduce the severity of the consequences in case accidents are unavoidable. Anti-lock Brake System (ABS) is an early example of active safety measures, while supplemental restraint systems (SRS) which involves the deployment of airbags, is an example of passive safety measures. With the emergence of electronics, the industry began further analyzing anti-lock braking systems.

Today, engineers are working on revolutionizing safety for commercial vehicles around the world and the importance of this cannot be overstated. Let's look at a scenario that best defines today's commercial vehicles. In the unfortunate occurrence that an individual was to accidentally find themselves in the path of a 40-tonne truck hurtling down

a highway at 80-odd kilometers an hour, and the driver fails to react in time to apply the brake, the Automatic Emergency Brake System (AEBS) will take over and ensure the truck stops in time. Globally, prevalent safety features include Active Brake Assist (ABA), Lane Change Assist, Sideguard Assist for pedestrians and cyclists, Stability and Roll Control Assist, and Traffic Sign Assist amidst a clutch of similar such technologies. Indian OEMs are now slowly but surely picking up on the global trends, as the Indian Government also makes a proactive effort to implement regulations that heighten the safety landscape.

With the shifting narrative and improved innovation in CVs, it is worth understanding the crucial technology contributing to safety systems in our vehicles.

Advanced Driver Assistance Systems (ADAS): These systems incorporate sensors like radars, cameras, and radar

to provide real-time data about the vehicle's surroundings. They offer features such as adaptive cruise control, lane-keeping assist, blind-spot monitoring, automatic emergency braking, and more, greatly reducing the risk of accidents caused by driver error.

Telematics and Connectivity: The Internet of Things (IoT) has brought connectivity to commercial vehicles. Telematics systems enable remote monitoring of a vehicle's performance and driver behavior. Fleet managers can receive alerts and reports in real-time, allowing them to take proactive measures to enhance safety and efficiency.

Predictive Analytics: Data-driven insights have become invaluable in the pursuit of safety. By analyzing historical data, they can predict maintenance needs, driver fatigue, and even accident-prone areas, allowing for proactive interventions.

As we prepare for the next era in safety, systems are evolving beyond traditional electronic control units (ECUs) and sensors. High-computing-capable systems will be more pertinent in the next decade. The focus is now on domain computers or vehicle computers, which integrate data from diverse sensors and solve issues using cutting-edge machine-learning algorithms. Additionally, seamless connectivity with backend systems empowers real-time information exchange to enable dynamic adjustments based on factors like weather, road, or traffic conditions.

With a highly competent and innovative workforce at our disposal commercial vehicle fleets will eventually become a lot safer and more intelligent. A new dawn is rising and promising breakthroughs in automotive intelligence and safety design will soon come to the fore.

x

Tata Signs MoU with South Indian Bank for CV Financing

Tata Motors has signed a Memorandum of Understanding (MoU) with South Indian Bank to offer convenient financing solutions to its commercial vehicle customers and dealerships, reported Express Mobility.

South Indian Bank will provide financing across the entire commercial vehicle portfolio, and customers will benefit from the bank's wide network and specially curated

easy repayment plans.

Speaking on the development, P R Seshadri, MD & CEO, of South Indian Bank, said, "At South Indian Bank, we are dedicated to fostering a secure, agile, and dynamic banking environment tailored to the needs of fleet owners and dealerships."

He added, "Our collaboration with Tata Motors enables us to deliver seamless vehicle financing solutions to commercial vehicle dealers and customers".

Commenting on this partnership, Rajesh Kaul, Vice President & Business Head-Trucks, Tata Motors Commercial Vehicles, said, "We are delighted to announce our partnership with the reputed South Indian Bank, which understands the needs of our customers".

He added, "For our customers, easy access to financing solutions for their commercial vehicles is one of the key priorities for their operations."

x

"Always deliver more than expected." —Larry Page, co-founder of Google

Tata Motors' New Warehouse in Guwahati to Enable Easier Access to CV Spare Parts Across Northeastern India

Tata Motors inaugurated a new commercial vehicle spare parts warehouse in Guwahati. Establishing this new unit will enable easy availability of spares at Tata-authorized Service Stations in the North East.

Spanning over 1 lakh square feet, this state-of-the-art facility is fully digitalized and stocks spare parts for the entire commercial vehicle portfolio.

The warehouse will stock an extensive range of sub-1-tonne to 55-tonne cargo vehicles and 10-seater to 51-

The warehouse will stock an extensive range of sub-1-tonne to 55-tonne cargo vehicles and 10-seater to 51-seater mass mobility solutions, ranging in small commercial vehicles and pickups, trucks, and bus segments

seater mass mobility solutions, ranging in small commercial vehicles and pickups, trucks, and bus segments. Speaking at the inauguration, Vikram Agarwal, Head – Spares and Non-



Vehicular Business, Tata Motors Commercial Vehicles, said, “The new warehouse will enable smarter inventory management at Tata Authorized Service Stations in the region, thereby enhancing service quality and vehicle uptime. This new facility brings us closer to our customers in the fast-progressing region of the North East, making logistics more efficient,” reported Express Mobility.

Tata Motors has partnered with Delhivery to leverage its technology-enabled warehousing and transportation solutions. The facility also boasts cutting-edge storage systems catering to diverse needs, including gravity spiral and vertical reciprocating conveyors.

Additionally, a designated area for handling medium and heavy vehicle body parts has been integrated to ensure seamless operations.

BENEFITS

Personal Accidental Coverage :

- ▶ Accidental Death - INR 500,000
- ▶ Permanent Total Disablement (PTD)- Upto Sum Insured
- ▶ Permanent Partial disablement (PPD) - Upto Sum Insured
- ▶ Temporary Total Disablement (TTD)- 1%(INR 5000) of SI per week, Max upto 100 weeks
- ▶ Accidental Hospitalisation - INR 150,000

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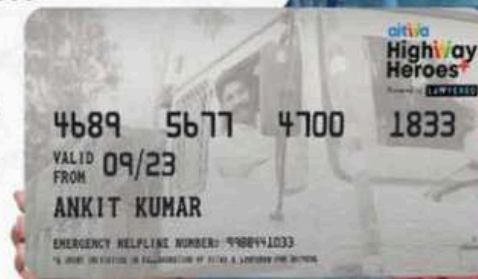
Preventing harassment from officials, providing on-road legal assistance, and immediate connections to emergency services like ambulances, toll plazas, and police stations.

Financial Support:

Offering a ZERO% interest credit limit of up to 25,000 through the partner mobile app, with ZERO processing fees.

Additional Benefits:

Nationwide access to driver specific camps, promotions, and events supported by AITWA.



Mahindra Surpasses 40 Lakh Tractor Sales Milestone



Mahindra Tractors, part of the Mahindra Group and the world's largest tractor manufacturer by volume, has achieved a milestone of selling the 40th lakh tractor, inclusive of exports in March 2024, reported Express Mobility.

The Mahindra Yuvo Tech Plus, based on Mahindra's next-generation Yuvo tractor platform, marks this milestone, having rolled-out from Mahindra's Zaheerabad facility, its youngest tractor facility and a global production hub for the company.

The first Mahindra tractor was rolled out by the Group in 1963 through a partnership with International Harvester of the U.S. It was in 2004, Mahindra Tractors surpassed the 1-million-unit production mark and then went on to claim the title of the world's

The first Mahindra tractor was rolled out by the Group in 1963 through a partnership with International Harvester of the U.S. It was in 2004, Mahindra Tractors surpassed the 1-million-unit production mark and then went on to claim the title of the world's highest-selling farm tractor manufacturer by volume in 2009

highest-selling farm tractor manufacturer by volume in 2009.

In 2013, Mahindra achieved the 2-million-unit production milestone, followed by the 3-million mark in 2019. Just 5-years later in FY2024, Mahindra Tractors says it has proudly sold its 40th lakh tractor. Throughout the financial year, the Mahindra Tractor brand also achieved robust sales of over 2 lakh units.

Hemant Sikka, President – Farm Equipment Sector, Mahindra & Mahindra said, “Driven by our purpose of transform farming and enriching lives, we take great pride in selling our 40th lakh Mahindra Tractor, as we celebrate decades of leadership and 60 years of the Mahindra Tractor all in the same year.”

Vikram Wagh, CEO, Mahindra Tractors said, “This is a momentous occasion for us at Mahindra Farm Division. 40 Lakh tractor deliveries are a strong testament to the trust that customers have in our brand purpose and our deep understanding of Indian farming. While the past 5-years has been fantastic, during which we clocked our fastest million, we will continue to respond to diverse needs of our customers with the widest portfolio of tractors, while delivering global-first technologies and unmatched reliability as we enable the farmer to rise.”

In the last 60 years, Mahindra has expanded its offerings to encompass a diverse range of more than 390 tractor models. During this period, Mahindra Tractors has also established a robust network of over 1,200 dealer partners across India, with a customer first orientation that has enabled the brand to provide unparalleled levels of sales, service and spares support to an expanding base of 40 lakh Mahindra Tractors customers.



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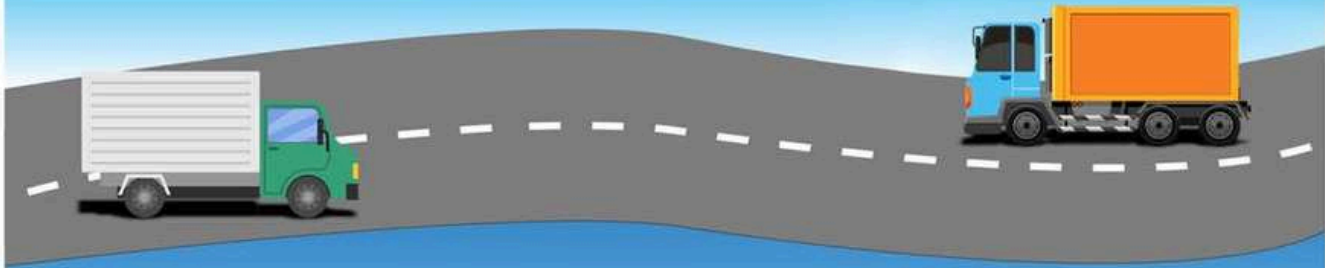
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7

Golden Rules of Driving

India has the dubious distinction of being the accident capital of the world. With an accident happening every six minutes & a fatality every ten minutes, it is important for us to follow the Golden Rules of Driving and make our roads safer again!



1

Speed Guidelines

Follow Road Speed Guidelines diligently; a journey that stretches on for a few minutes longer is infinitely desirable than losing a life.



2

Blind Overtaking

Blind overtaking is to be avoided, for it not only endangers one's own life, but also the lives of co-passengers and the travellers in the oncoming vehicle (s).



3

Vehicle Maintenance

Lax Vehicle Maintenance is often the cause of accidents. Steering & suspension components are some of the oft-neglected, yet highly vital aspects that must be checked.



4

Air Pressure

Incorrect air-pressure levels can seriously destabilize a vehicle. They lead to blow-outs in extreme cases. Weekly tire pressure checks and/or before a long trip help go a long way.



5

Adequate Sleep

Ensure adequate sleep before getting behind the wheel. Drivers sleeping off when in motion are one of the key reasons for high accident rates.



6

Alcohol

Alcoholic intake or consumption of intoxicants is best avoided when driving.



7

Seatbelts

The simple act of wearing a seatbelts before starting out is an important life-saving habit.



Follow Traffic Rules, Avoid Accidents

Mandatory Traffic Signs

As the title suggests, this set of road traffic signs are obligatory for drivers to follow. The purpose of mandatory traffic signboards is the smooth functioning of traffic on the road. In fact, violating any mandatory traffic signs is punishable by law.



Cautionary Traffic Signs

The goal of cautionary traffic signs is to warn drivers of any potential threat on the road ahead, like road work, potholes, and speed bumps. While these things are not inherent, accidents could occur if one doesn't slow down their vehicle. Hence, you must take cautionary road traffic signs as seriously as the mandatory ones.



Informative Signs

Informative signs serve to aid any drivers without a map or knowledge of the facilities available in the area they are driving in. They can help guide drivers by offering directions or telling them about hospitals, public phones, and parking spots in the area.



Traffic Rules in India

Traffic rules are officially listed in the 1989 'Rules of Road Regulations.' They are as follows:

- Keep to your left if driving on a two-way street or road so that vehicles coming in the opposite direction can pass using the right lane smoothly.
- If you want to turn left ahead, you must stay on the left side before taking a turn.
- If you want to turn right ahead, you must be at the centre of the road and then gradually take a broad right turn.
- When you are coming towards a road intersection, road junction, or pedestrian crossing, you must slow down your vehicle.
- If being overtaken by a vehicle, you must not increase the speed of your vehicle or, in any way, prevent the vehicle that is attempting to overtake you.
- Overtaking is prohibited in the

following cases:

- If passing would, in any way, be dangerous for other travellers on the road.
- If passing is near a bend, hill, corner, or point, as it may lead to a critical accident without clear sight of the road in front.
- If the driver upfront has not signalled the driver behind.
- When trying to overtake a vehicle that's already being passed by the third vehicle.
- For those driving two-wheelers, you and your pillion must wear a helmet.
- Parking is not permitted on the top of a hill, footpath, and road for pedestrians. The same isn't permitted near traffic lights, a crossing on the road, the entrance of a building, or if it covers a fire hydrant.
- Your temporary or permanent Vehicle Registration Number (VRN) must always be displayed on the front

and back of your vehicle.

- Only a single pillion is permitted per two-wheeler.
- Drivers must make way for any cyclists on the road.
- The head or tail lights of your vehicle should never be obstructed.
- Driving in the reverse direction is punishable by law on a one-way road.
- When overtaking another vehicle, one must not go beyond the yellow line.
- One must respect the STOP sign on roads and not stop beyond the sign.
- Honking should only be carried out if necessary.
- When driving on a mountain or hill, your vehicle must be towards the right side of the road.
- One cannot load the vehicle with certain goods, like Inflammable and explosive goods.
- Overtaking must only be carried out from the right side.

X

"Your most unhappy customers are your greatest source of learning."—Bill Gates, co-founder of Microsoft

भारतीय राष्ट्रीय राजमार्ग प्राधिकरण ने 'इनविट राउंड-3' के माध्यम से 16,000 करोड़ रुपये से अधिक का अब तक का सबसे बड़ा इनविट मुद्राकरण संपन्न किया

भारतीय राष्ट्रीय राजमार्ग प्राधिकरण (एनएचआई) के अवसंरचना निवेश ट्रस्ट, राष्ट्रीय राजमार्ग इंफ्रा ट्रस्ट (एनएचआईटी) ने 889 किलोमीटर की कुल लंबाई वाले राष्ट्रीय राजमार्ग खंडों के लिए 'इनविट राउंड-3' के माध्यम से 16,000 करोड़ रुपये से अधिक के उद्यम मूल्य पर धन जुटाने का कार्य सफलतापूर्वक संपन्न किया है, जो एनएचआई द्वारा सबसे बड़ा मुद्राकरण और भारतीय सड़क क्षेत्र के इतिहास के सबसे बड़े लेन देन में से एक है। 'इनविट राउंड-3' के माध्यम से अब तक का सबसे अधिक रियायत मूल्य जुटाने के लिए स्वीकृति पत्र (एलओए) पिछले महीने, फरवरी 2024 में जारी किया गया था।

मुद्राकरण के तीसरे चरण में, एनएचआईटी ने 15,625 करोड़ रुपये के रियायती शुल्क और 75 करोड़ रुपये के अतिरिक्त रियायती शुल्क के आधार पर राष्ट्रीय राजमार्ग खंडों के अधिग्रहण के वित्त पोषण के लिए प्रमुख घरेलू और अंतरराष्ट्रीय निवेशकों से लगभग 7,272 करोड़ रुपये की यूनित पूंजी जुटाई है और भारतीय णदाताओं से लगभग 9,000 करोड़ रुपये का कर्ज जुटाया है। निवेशकों द्वारा बुक बिल्ड प्रक्रिया के माध्यम से प्रति यूनित 124.14 रुपये की कटऑफ कीमत पर 122.86 रुपये प्रति यूनित मौजूदा एनएवी से अधिक प्रीमियम पर सब्सक्राइब किया गया।

यूनितों में मौजूदा और नए दोनों निवेशकों की ओर से मजबूत मांग देखी गई, जिनमें कनाडा पेंशन प्लान इन्वेस्टमेंट बोर्ड और ओन्टारियो टीचर्स पेंशन प्लान बोर्ड सहित विदेशी पेंशन निधियां, जो मौजूदा यूनितधारक हैं और प्रत्येक 25 प्रतिशत की अधिकतम सीमा तक सब्सक्राइब या अंशदान करती है, घरेलू पेंशन/भविष्य निधियां (आईओसीएल कर्मचारी पीएफ, एलएंडटी स्टाफ पीएफ,

राजस्थान राज्य विद्युत कर्मचारी पेंशन निधि, एसबीआई पेंशन आदि), बीमा कंपनियों (टाटा एआईजी, एसबीआई लाइफ, एचडीएफसी लाइफ), म्यूचुअल फंड (एसबीआई, निप्पॉन इंडिया), बैंक आदि शामिल हैं। एनएचआई भी उसी मूल्य, पर 15 प्रतिशत यूनितों की अपनी हिस्सेदारी सब्सक्राइब करता है।

मुद्राकरण के तीसरे चरण के संपन्न होने के साथ ही, इनविट के सभी तीनों चरणों का कुल मूल्य 26,125 करोड़ रुपये हो चुका है और 20 से 30 साल के बीच की रियायती अवधि सहित 9 राज्यों असम, गुजरात, कर्नाटक, मध्य प्रदेश, महाराष्ट्र, राजस्थान, तेलंगाना, उत्तर प्रदेश और पश्चिम बंगाल में लगभग 1,525 किमी की कुल लंबाई वाली पंद्रह संचालनरत टोल सड़कों के विविध पोर्टफोलियो का नियंत्रण करता है।

मुद्राकरण के तीसरे चरण के संपन्न होने के साथ ही, इनविट के सभी तीनों चरणों का कुल मूल्य 26,125 करोड़ रुपये हो चुका है और 20 से 30 साल के बीच की रियायती अवधि सहित 9 राज्यों असम, गुजरात, कर्नाटक, मध्य प्रदेश, महाराष्ट्र, राजस्थान, तेलंगाना, उत्तर प्रदेश और पश्चिम बंगाल में लगभग 1,525 किमी की कुल लंबाई वाली पंद्रह संचालनरत टोल सड़कों के विविध पोर्टफोलियो का नियंत्रण करता है।

भारतीय राष्ट्रीय राजमार्ग प्राधिकरण (एनएचआई) द्वारा प्रायोजित अवसंरचना निवेश ट्रस्ट, राष्ट्रीय राजमार्ग इंफ्रा ट्रस्ट (एनएचआईटी), भारत सरकार की राष्ट्रीय मुद्राकरण पाइपलाइन का समर्थन करने 2021 में स्थापित किया गया था।

सड़क परिवहन और राजमार्ग मंत्रालय के सचिव अनुराग जैन ने एनएचआई के

मुद्राकरण के नवीनतम चरण की सफलता पर टिप्पणी करते हुए कहा, "एनएचआईटी सार्वजनिक निजी भागीदारी (पीपीपी) का सफल उदाहरण है, जिसके तहत इसने राष्ट्रीय मुद्राकरण में सहायता देने में बहुत महत्वपूर्ण भूमिका निभाई है। ऐसा करते हुए एनएचआईटी ने खुद को इनविट क्षेत्र में एक अग्रणी कारक के रूप में स्थापित किया है, और भारतीय सड़क क्षेत्र के उत्तरोत्तर विकास के लिए वित्तीय पूंजी जुटाने में महत्वपूर्ण भूमिका निभाई है।"

एनएचआईटी के अध्यक्ष संतोष कुमार यादव ने कहा, "हमें खुशी है कि एनएचआईटी ने एनएचआईटी के लिए सड़कों का सबसे बड़ा मुद्राकरण सफलतापूर्वक संपन्न किया है। हमें आशा है कि यह भारतीय सड़क क्षेत्र के मुद्राकरण और विकास में महत्वपूर्ण भूमिका निभाना जारी रखेगा।"

एनएचआईटी के निवेश प्रबंधक के एमडी सुरेश गोयल ने कहा, "हम मौजूदा निवेशकों को उनके निरंतर विश्वास के लिए धन्यवाद देते हैं और एनएचआईटी को मजबूत बनाने और भारत के सड़क क्षेत्र के विकास में एनएचआईटी का समर्थन करने के लिए नए भागीदारों का स्वागत करते हैं।"

नवंबर 2021 से, एनएचआईटी से 636 किमी की कुल लंबाई वाली आठ संचालनरत सड़क परिसंपत्तियों के अधिग्रहण के लिए एनएचआईटी ने मुद्राकरण के पहले दो चरणों के माध्यम से संचयी रूप से लगभग 12,000 करोड़ रुपये जुटाए हैं। ऐतिहासिक रूप से, एनएचआईटी की यूनितें नवंबर 2021 में 101 रुपये की कीमत पर जारी की गईं और ये बीएसई और एनएचआईटी दोनों पर सूचीबद्ध हैं।

एनएचआईटी ने समग्र राष्ट्रीय राजमार्ग विकास के लिए पर्यावरण अनुकूल उपायों पर राष्ट्रीय कार्यशाला का आयोजन किया।

विभिन्न हितधारकों और विशेषज्ञों ने पर्यावरण- अनुकूल शमन संबंधी उपायों सहित वन और पर्यावरण से जुड़ी मंजूरी के बारे में विभिन्न पहलुओं पर विचार-विमर्श किया

भारतीय राष्ट्रीय राजमार्ग प्राधिकरण (एनएचएआई) ने एक मजबूत और टिकाऊ राष्ट्रीय राजमार्ग नेटवर्क के निर्माण पर अपना ध्यान केंद्रित करते हुए, समग्र राष्ट्रीय राजमार्ग विकास के लिए पर्यावरणीय प्रभाव मूल्यांकन, योजना और शमन के विभिन्न पहलुओं पर चर्चा करने के लिए नई दिल्ली में एक-दिवसीय राष्ट्रीय कार्यशाला का आयोजन किया। सड़क परिवहन और राजमार्ग मंत्रालय के सचिव अनुराग जैन इस कार्यक्रम के मुख्य अतिथि थे। इस अवसर पर एनएचएआई के अध्यक्ष संतोष कुमार यादव के साथ सम्मानित अतिथि पर्यावरण, वन एवं जलवायु परिवर्तन मंत्रालय के वन महानिदेशक एवं विशेष सचिव (डीजीएफ एंड एसएस), आईएफएस, जितेंद्र कुमार भी उपस्थित थे। इस कार्यक्रम में सड़क परिवहन एवं राजमार्ग मंत्रालय, भारतीय राष्ट्रीय राजमार्ग प्राधिकरण, राष्ट्रीय राजमार्ग एवं आधारभूत विकास निगम (एनएचआईडीसीएल), पर्यावरण, वन एवं जलवायु परिवर्तन मंत्रालय, क्यूसीआई-नेबेट, डीपीआर कंसल्टेंट, कंसेशनायर, अथॉरिटी इंजीनियर्स और स्वतंत्र इंजीनियरों के वरिष्ठ अधिकारियों ने भाग लिया।

कार्यशाला के दौरान वरिष्ठ अधिकारियों और उद्योग जगत के विशेषज्ञों के साथ विभिन्न पैनल चर्चाएं आयोजित की गईं, जिसमें पर्यावरण की दृष्टि से टिकाऊ सड़क से जुड़ी आधारभूत संरचनाओं के विकास के विभिन्न

पहलुओं पर महत्वपूर्ण जानकारी प्रदान की गई। सत्र में वन्यजीव संबंधी मंजूरी के मुद्दों; 'वन्यजीवों पर रैखिक आधारभूत संरचनाओं के प्रभावों को कम करने के लिए पर्यावरण-अनुकूल उपायों' पर अंतर्दृष्टि वन एवं पर्यावरण मंजूरी से संबंधित मुद्दे पर्यावरणीय प्रभाव आकलन (ईआईए), पर्यावरण प्रबंधन योजना (ईएमपी); तटीय विनियमन क्षेत्र (सीआरजेड) मंजूरी, विनियम और सड़क बुनियादी ढांचा परियोजनाओं पर इसकी प्रयोज्यता पर चर्चा शामिल थी।

अपने उद्घाटन भाषण में, मुख्य अतिथि, सड़क परिवहन और राजमार्ग मंत्रालय के सचिव अनुराग जैन ने कहा कि "मुझे खुशी है कि हम हरित और टिकाऊ राष्ट्रीय राजमार्ग विकास का मार्ग प्रशस्त करने के लिए विभिन्न संभावनाओं पर विचार-विमर्श करने और चुनौतियों का समाधान करने के लिए यहां एकत्र हुए हैं। मुझे यकीन है कि इन ज्ञान आधारित सत्रों के बाद, हमें वन और पर्यावरण संबंधी मंजूरी और प्रणालियों की गहरी समझ होगी। देश भर में टिकाऊ राष्ट्रीय राजमार्ग आधारभूत संरचनाओं को कुशलतापूर्वक विकसित करने के लिए पीएम गति शक्ति ढांचे का उपयोग करके विभिन्न विभागों के लिए एक सहयोगी दृष्टिकोण रखना भी महत्वपूर्ण है।"

राष्ट्रीय सम्मेलन में दर्शकों को संबोधित करते हुए, सम्मानित अतिथि पर्यावरण, वन एवं जलवायु परिवर्तन मंत्रालय के वन

महानिदेशक एवं विशेष सचिव (डीजीएफ एंड एसएस) जितेंद्र कुमार ने कहा, "हमें आधारभूत संरचनाओं से जुड़ी परियोजनाओं के विकास के लिए अंतर-विभागीय सहयोग में सुधार करके और स्थायी कार्यप्रणालियों को शामिल करने के लिए एक ठोस रोडमैप बनाकर योजना और प्रस्ताव प्रक्रिया में तेजी लाने की दिशा में कदम उठाना होगा।"

अपने मुख्य भाषण में, एनएचएआई के अध्यक्ष संतोष कुमार यादव ने कहा, "हम टिकाऊ और पर्यावरण के अनुकूल राष्ट्रीय राजमार्ग नेटवर्क विकसित करने के लिए प्रतिबद्ध हैं। डीपीआर चरण में परियोजना की संकल्पना से लेकर टिकाऊ कार्यप्रणालियों को शामिल करने और सहयोग करने की अधिक आवश्यकता है। इस कार्यशाला में विभिन्न हितधारकों की भागीदारी, चर्चा की गुणवत्ता को समृद्ध करेगी और एक हरित तथा अधिक टिकाऊ राष्ट्रीय राजमार्ग बुनियादी ढांचे के विकास की दिशा में आगे बढ़ने का मार्ग निर्धारित करेगी।

समापन सत्र में अपनी टिप्पणियों को साझा करते हुए, एनएचएआई के सदस्य (प्रशासन) विशाल चौहान ने सभी पैनलिस्टों को उनकी सक्रिय भागीदारी के लिए धन्यवाद दिया। उन्होंने इस बात पर भी जोर दिया कि पर्यावरण से जुड़ी स्थिरता सुनिश्चित करना सभी हितधारकों की सामूहिक जिम्मेदारी है और दूरदर्शी चर्चाओं ने पर्यावरण के एजेंडे को निरंतर आगे बढ़ाने में मदद की है।

पर्यावरण स्थिरता, आर्थिक विकास को बढ़ावा देने और राष्ट्रीय राजमार्ग नेटवर्क के विस्तार पर मजबूत ध्यान देने के साथ, एनएचएआई एक हरित, अधिक लचीला और समावेशी भविष्य का मार्ग प्रशस्त कर रहा है। राष्ट्रीय कार्यशाला ने महत्वपूर्ण अंतर्दृष्टि प्रदान करके और समग्र विकास के क्षेत्रों की पहचान करके इस दृष्टिकोण को मजबूत किया। दिन भर चली कार्यशाला में हुए विचार-विमर्श से राष्ट्रीय राजमार्गों के निर्माण के लिए विभिन्न टिकाऊ कार्यप्रणालियों को अपनाने और देश भर में पारिस्थितिक उपस्थिति को बढ़ाकर समावेशी विकास को बढ़ावा देने में काफी मदद मिलेगी।

‘ट्रक वालों को मिली ट्रैफिक पुलिस व ट्रांसपोर्ट विभाग की सख्ती से राहत’

■ सान्ध्य टाइम्स ब्यूरो। दिल्ली की सड़कों पर मालवाहक चालकों और ट्रांसपोर्टर्स को ट्रैफिक पुलिस और दिल्ली परिवहन विभाग की सख्ती से राहत मिली है। ऑल इंडिया मोटर एवं गुड्स ट्रांसपोर्ट असोसिएशन के प्रेजिडेंट राजेंद्र कपूर ने दावा किया कि अब रात में जहां-तहां ट्रक नहीं रोके जा रहे हैं। इससे सड़क पर जाम भी नहीं लग रहा, साथ ही अवैध वसूली पर लगाम लगी है। ड्राइवर्स प्रताड़ित होने से भी बच रहे हैं। समय पर माल अपनी जगह पहुंच रहा है।

दरअसल, पिछले दिनों ट्रांसपोर्टर्स ने ऐलान किया था कि वे अपनी टीम बनाकर सड़कों पर पट्रोलिंग करेंगे। फ्लाइंग स्क्वायड की तरह उन चौराहे, सड़क किनारे, मोड़ पर जाएंगे, जहां अक्सर ट्रैफिक पुलिस और ट्रांसपोर्ट डिपार्टमेंट की टीम बेवजह मालवाहकों को रोककर परेशान करती है। जबरन कागजों में कमी निकालकर वसूली करते हैं। कई जगह बैरिकेड लगे होने से जाम भी लगता था। कहीं भी चेकिंग के नाम पर सरकारी विभाग के कर्मचारी उगाही करते दिखे, तो उसकी विडियो बनाएंगे। मीडिया और सरकार तक पहुंचाएंगे। उनका कहना है कि इस खबर के आने से सड़कों से भ्रष्ट अधिकारी नदारद हो गए हैं। असोसिएशन के महामंत्री देवेन्द्र सिंह काका ने बताया कि पिछले दिनों



रात में ऑर्गनाइजेशन के करीब 40 ट्रांसपोर्ट व्यवसायी टीम बनाकर सड़क पर निकले। 30 से 40 किमी सफर किया। मगर कहीं भी पुलिसकर्मी और ट्रांसपोर्ट विभाग के अफसर चेकिंग करते नहीं दिखे। सिर्फ आईटीओ पर तिलक ब्रिज के नजदीक दिल्ली पुलिस जांच करती दिखी। वो भी उन लोगों को पकड़ रही थी, जो शराब पीकर गाड़ी चला रहे थे। ट्रांसपोर्टर्स की मांग है कि सड़कों पर ट्रैफिक पुलिस चौकन्नी रहे। ट्रांसपोर्ट विभाग सुनिश्चित करे कि सड़क पर गाड़ी नियमों से चल रही हैं। (प्रस)

Govt preparing plans to roll out BS-VII, CAFE-III emission norms

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New Delhi: In its bid to reduce air pollution caused by vehicles, govt is working on plans for roll out the stringent BS-VII and CAFE-III (Corporate Average Fuel Efficiency) emission norms. Though these are part of the next five-year road-map for sustainability in the transport sector, sources said initial work has started for their early implementation.

Bharat Stage (BS) norms for vehicles in India are similar to ‘Euro’ emission norms applicable across Europe. European Commission has proposed to implement Euro-7

standards for cars from July 2025 and for buses and lorries from 2027. India also needs to catch up with this for two reasons — to check emissions and for export of Make in India vehicles to European countries.

Introduction of the new standards will need coordination with oil companies, which need to upgrade the quality of fuel, and the auto industry, which has resisted the changes. For both sectors, it means high levels of investment.

Road transport ministry has begun talks on the contours of BS-VII norms with stakeholders and is looking at how Euro-7 takes final shape.



Nothing's
too far

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2 Decades



350
branches



400 owned
vehicles



2000 people



1.5+ million sq ft
of warehousing
space across
India



25+ hubs



400+ loadings
per day pan
India



20000+ packages
delivered daily

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GOVERNMENT OF INDIA
MINISTRY OF ROAD TRANSPORT AND HIGHWAYS
RAJYA SABHA
UNSTARRED QUESTION NO-585
ANSWERED ON-07/02/2024
PM-GATI SHAKTI SCHEME

585. SHRI KARTIKEYA SHARMA:

Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

- (a) the total length of Expressways built under the PM-Gati Shakti scheme in India, the State-wise details thereof;
- (b) the current implementation status of the PM-Gati Shakti scheme in the State of Haryana, the district-wise details thereof; and
- (c) the major upcoming initiatives taken by Government to ensure fastened implementation of PM - Gati Shakti scheme in the State of Haryana?

ANSWER

THE MINISTER OF ROAD TRANSPORT AND HIGHWAYS

(SHRI NITIN JAIRAM GADKARI)

(a) to (c) PM Gati Shakti – National Master Plan for multimodal Connectivity is a digital platform to bring the 16 Ministries including Railways and Roadways together for integrated planning and coordinated implementation of Infrastructure connectivity Projects. As per policy guidelines / Standard Operating Procedure (SoP) of this Ministry for development of the National Highway/Expressway under PM Gati Shakti National Master plan, all the Projects having total capital cost of more than Rs. 500 cr are presented before the Network Planning Group (NPG) for their comments/suggestion and overall assessment of the proposal. The state wise details of National Expressways including in the state of Haryana are enclosed **at Annexure-A.**

To ensure effective implementation of PM Gati Shakti projects, Network Planning Group has been constituted with representatives across Ministries. The key benefits of inter-ministerial

coordination are as follows:

- i. Integrated and holistic infrastructure planning and development
- ii. Inter-sectorial planning synergies
- iii. Efficient resource usage
- iv. Streamlined and fast-tracked clearances for the environment, forest, wildlife, etc.
- v. Reduced overall logistics cost and enhanced price competitiveness

ANNEXURE REFERRED TO IN REPLY TO PARTS (a) TO (c) OF RAJYA SABHA UNSTARRED QUESTION NO. 585 ANSWERED ON 07/02/2024 ASKED BY SHRI KARTIKEYA SHARMA REGARDING PM-GATI SHAKTI SCHEME.

The state wise details of Expressways being developed:

Sno	Corridor Name	Length (in km)	Status	States
1	Delhi - Mumbai EXP	1,386	Partially Completed	Delhi, Haryana, Uttar Pradesh, Rajasthan, Madhya Pradesh, Gujarat, Dadra and Nagar Haveli, Maharashtra
2	Ahmedabad – Dholera	109	Under Implementation	Gujarat
3	Bengaluru – Chennai	262	Under Implementation	Karnataka, Andhra Pradesh, Tamil Nadu
4	Delhi - Amritsar - Katra	669	Under Implementation	Haryana, Punjab, Jammu and Kashmir
5	Kanpur - Lucknow EXP	63	Under Implementation	Uttar Pradesh
Grand Total		2489 km		

x



*When you burn with the fire of anger,
smoke gets into your eyes.*

Brahma Kumaris



Eway Bill Dashboard

Developed & compiled by

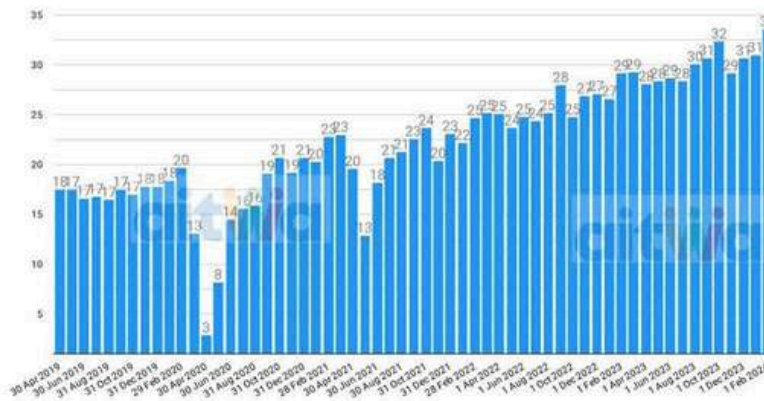


Last updated on 12th March 2024 | Data as on 29th February 2024

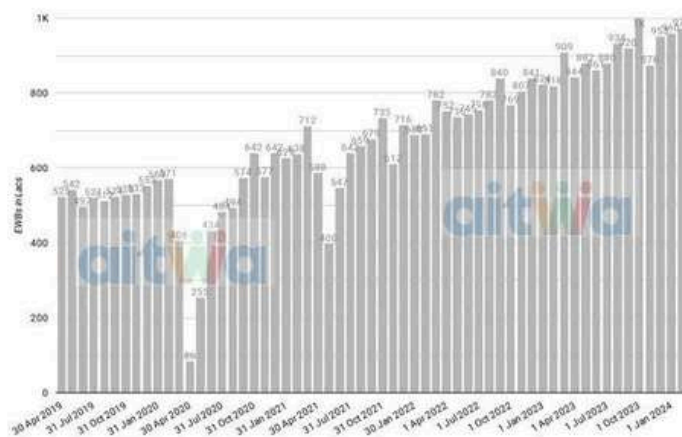
Number of daily EWBs generated across different types (in lacs per day) - Monthly



Total number of daily EWBs generated (in lacs per day)



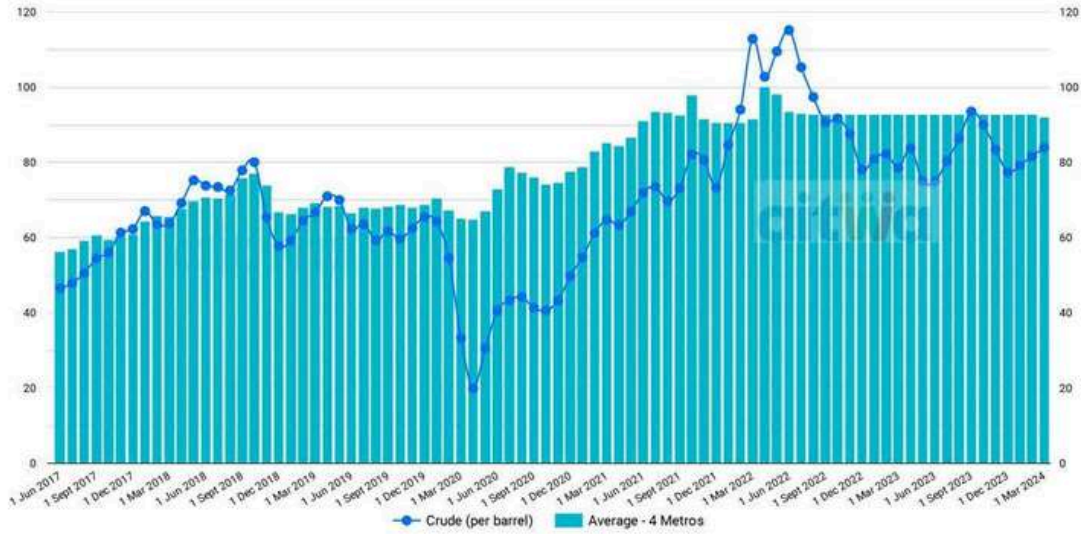
Total number of monthly EWBs generated (in lacs per month)



Diesel Dashboard

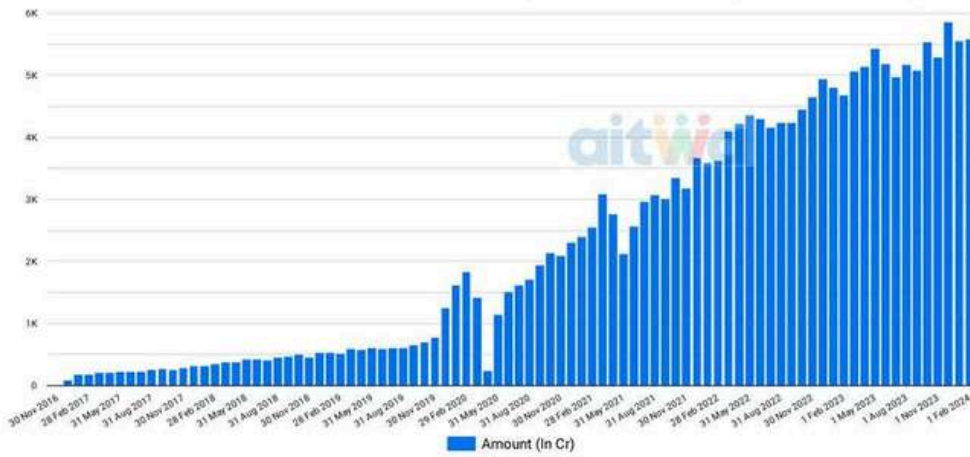
Last updated on 21st March 2024 | Data as on 21st March 2024

Diesel Price Average of 4 metros since 2017



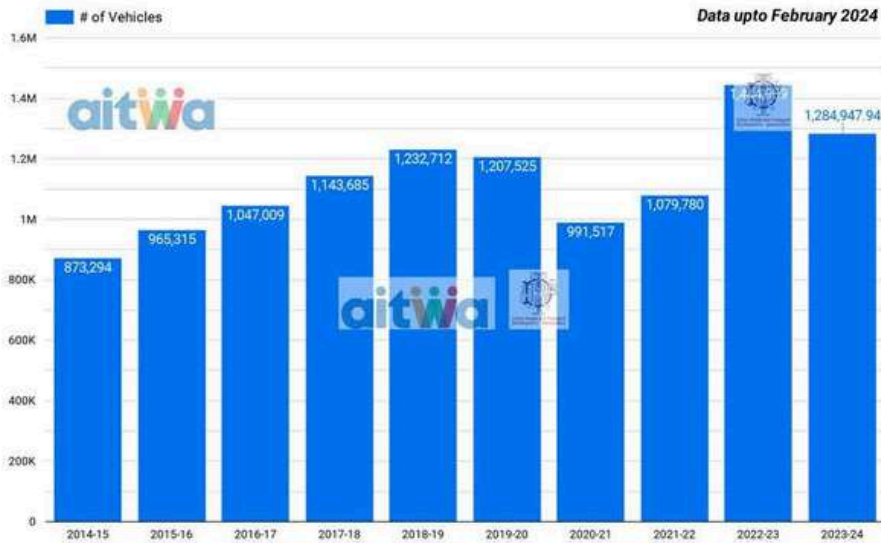
Toll Collection Dashboard

Last updated on 12th March 2024 | Data as on 29th February 2024



National Permit Vehicles in India

Data upto February 2024



TOTAL FREIGHT (INT'L+DOM.)

S. no.	Airport	Freight (in MT.)					
		For The Month			For The Period April To Mar.		
		Mar. 2024	Mar. 2023	% Change	2023-24	2022-23	% Change
(A) 15 International Airports							
1	Chennai	33051	32236	2.5	340544	342737	-0.6
2	Kolkata	16738	11878	40.9	151626	136022	11.5
3	Goa	601	635	-5.4	6098	6452	-5.5
4	Srinagar	734	628	16.9	9126	9190	-0.8
5	Bhubaneswar	826	752	9.9	9887	9822	0.7
6	Calicut	1817	1566	16.0	18264	14523	25.8
7	Coimbatore	899	423	112.6	8922	8381	6.4
8	Varanasi	342	317	8.0	4721	4729	-0.2
9	Amritsar	420	184	128.1	3358	2239	50.0
10	Trichy	612	473	29.5	6593	6357	3.7
11	Portblair	610	474	28.6	6216	6358	-1.8
12	Imphal	753	527	42.8	4478	7646	-41.4
13	Vijayawada	159	66	141.5	810	1275	-36.5
14	Tirupati	7	1	570.0	37	90	-58.4
15	Kushinagar	0	0	-	0	0	-
Total		57569	50160	14.8	570709	555827	2.7
(B) 6 PPP International Airports							
16	Ahmedabad	8634	8419	2.6	106906	92337	15.8
17	Lucknow	2011	1518	32.5	20984	15840	32.5
18	Guwahati	1268	1709	-25.8	18851	22823	-17.4
19	Jaipur	1618	1150	40.7	19420	16441	18.1
20	Trivandrum	1827	1575	16.0	18392	16722	10.0
21	Mangalore	268	174	54.0	2175	3815	-43.0
Total		15626	14545	7.4	186728	167978	11.2
(C) 7 JV International Airports							
22	Delhi (DIAL)	102888	81086	26.9	1003306	895918	12.0
23	Mumbai (MLAL)	80744	70672	14.3	822963	776934	5.9
24	Bangalore (BIAL)	41316	36567	13.0	439495	410311	7.1
25	Hyderabad (GHIAL)	14234	12680	12.3	149812	142434	5.2
26	Cochin (CIAL)	5229	4719	10.8	59974	56773	5.6
27	Nagpur (MIPL)	674	777	-13.3	7994	9189	-13.0
28	Kannur (KIAL)	324	380	-14.9	3306	3912	-15.5
Total		245408	206881	18.6	2486849	2295471	8.3
(D) 2 ST Govt./Pvt. INTL Airports							
29	Shirdi	6	53	-89.2	243	643	-62.1
30	Goa (MOPA)	225	7	-	1623	12	-
Total		230	60	-	1866	655	-
(E) 10 Custom Airports							
31	Pune	2991	2735	9.3	37841	39369	-3.9
32	Patna	676	663	1.9	9165	11571	-20.8
33	Chandigarh	889	494	80.0	8303	9366	-11.3
34	Indore	857	940	-8.8	10189	10634	-4.2
35	Bagdogra	660	673	-1.9	8445	8997	-6.1
36	Visakhapatnam	425	494	-13.9	4032	4434	-9.1
37	Surat	791	565	40.1	5930	4985	19.0
38	Madurai	287	170	68.9	3292	2872	14.6
39	Aurangabad	42	53	-20.0	725	1139	-36.4
40	Gaya	0	0	-	0	0	-
Total		7619	6787	12.3	87923	93367	-5.8
(F) 74 Domestic Airports							
41	Ranchi	529	577	-8.4	5945	6516	-8.8
42	Raipur	404	363	11.3	4967	5660	-12.3
43	Dehradun	106	122	-12.9	1994	1531	30.2
44	Jammu	117	70	67.1	876	1462	-40.1
45	Agartala	500	214	-	3024	4118	-26.6
46	Udaipur	25	19	31.4	247	384	-35.7
47	Leh	209	70	-	1731	1938	-10.7
48	Bhopal	192	268	-28.5	2589	3048	-15.1
49	Vadodara	271	241	12.5	2543	2300	10.6
50	Jodhpur	11	0	-	108	0	-
51	Rajkot	0	83	-100.0	365	890	-59.0
52	Gorakhpur	0	0	-	0	0	-
53	Dibrugarh	58	91	-36.2	1212	1303	-7.0
54	Darbhanga	12	3	-	418	271	54.3
55	Prayagraj	3	2	42.5	33	93	-64.0
56	Rajahmundry	1	6	-77.3	19	23	-18.4
57	Jabalpur	0	0	-	0	157	-
58	Silchar	28	44	-36.5	525	742	-29.2
59	Hubli	17	2	-	160	48	-
60	Belgaum	2	1	-	12	37	-68.3
61	Dimapur	95	79	20.7	1675	1148	45.9
62	Kanpur(Chakeri)	13	9	47.1	128	148	-13.6
63	Jharsuguda	9	4	-	95	55	72.3

S. no.	Airport	Freight (in MT.)					
		For The Month			For The Period April To Mar.		
		Mar. 2024	Mar. 2023	% Change	2023-24	2022-23	% Change
(F) 74 Domestic Airports							
64	Gwalior	0	3	-	10	76	-86.4
65	Tuticorin	1	0	-	5	2	-
66	Mysore	0	0	-	0	0	-
67	Gaggal (Kangra)	0	0	-	0	0	-
68	Jorhat	10	33	-69.2	199	242	-17.6
69	Bareilly	0	0	-	0	0	-
70	Juhu	26	27	-3.4	311	299	4.1
71	Agra	6	1	-	47	3	-
72	Kolhapur	0	0	-	0	0	-
73	Jamnagar	2	0	-	187	0	-
74	Barapani (Shillong)	0	0	-	0	0	-
75	Jaisalmer	0	0	-	0	0	-
76	Kalaburgi	0	0	-	0	0	-
77	Kandla	0	0	-	0	0	-
78	Deoghar	0	0	-	0	0	-
79	Pondicherry	0	0	-	0	0	-
80	Pantnagar	0	0	-	0	0	-
81	Cuddapah	0	0	-	0	0	-
82	Bhavnagar	0	0	-	0	0	-
83	Kishangarh	0	0	-	0	0	-
84	Agatti	0	6	-100.0	48	48	-0.5
85	Bhuj	0	0	-	0	0	-
86	Diu	0	0	-	0	0	-
87	Rupasi	0	0	-	0	0	-
88	Hollongi (Donyi Poko)	0	0	-	0	0	-
89	Lakhimpur (Lilabari)	0	0	-	3	7	-57.1
90	Khajuraho	0	0	-	0	0	-
91	Bikaner	0	0	-	0	0	-
92	Hindon	0	0	-	0	0	-
93	Porbandar	0	0	-	0	0	-
94	Bhuntar	0	0	-	0	0	-
95	Tezu	0	0	-	0	0	-
96	Pakyong	0	0	-	0	0	-
97	Keshod (Junagarh)	0	0	-	0	0	-
98	Shimla	0	0	-	0	0	-
99	Gondia	0	0	-	0	0	-
100	Tezpur	0	0	-	0	0	-
101	Hyderabad (Begumpet)	0	0	-	0	0	-
102	Coochbehar	0	0	-	0	0	-
103	Jalgaon	0	0	-	0	0	-
104	Salem	0	0	-	0	0	-
105	Sholapur	0	0	-	0	0	-
106	Ludhiana	0	0	-	0	0	-
107	Kota	0	0	-	0	0	-
108	Safdarjung	0	0	-	0	0	-
109	Bhatinda	0	0	-	0	0	-
110	Pathankot	0	0	-	0	0	-
111	Adampur (Jalandhar)	0	0	-	0	0	-
112	Kanpur (Civil)	0	0	-	0	0	-
113	Rajkot (Hirasar)	67	0	-	262	0	-
114	Ayodhya	0	0	-	0	0	-
Total		2715	2338	16.1	29737	32549	-8.6
(G) 21 St.Govt. / Pvt Airports							
115	Durgapur	29	6	-	491	483	1.8
116	Lengpui(aizwal)	72	40	80.6	883	471	87.4
117	Nasik(Hal ozar)	188	0	-	464	0	-
118	Jagdalpur	0	0	-	0	0	-
119	Bilaspur	0	0	-	0	0	-
120	Kurnool	0	0	-	0	0	-
121	Sindhudurg	0	0	-	0	0	-
122	Vijayanagar	0	0	-	0	0	-
123	Bangalore(HAL)	0	0	-	0	0	-
124	Bidar	0	0	-	0	0	-
125	Pasighat	0	0	-	0	0	-
126	Rourkela	0	0	-	0	0	-
127	Jeypore	0	0	-	0	0	-
128	Jamshedpur	0	0	-	0	0	-
129	Nanded	0	0	-	0	0	-
130	Pithoragarh	0	0	-	0	0	-
131	Mundra	0	0	-	0	0	-
132	Ziro	0	0	-	0	0	-
133	Hisar	0	0	-	0	0	-
134	Shivamogga	0	0	-	0	0	-
135	Utkela	0	0	-	0	0	-
Total		289	46	-	1838	954	92.6
(H) Other Airports							
		0	0	-	0	0	-
Grand Total (A+B+C+D+E+F+G+H)		329456	280817	17.3	3365651	3146801	7.0

**OCEAN FREIGHT
TRAFFIC HANDLED AT MAJOR PORTS
(DURING APRIL TO MARCH'2024* VIS-A-VIS APRIL TO MARCH'2023)**

(IN '000 TONNES)

(*) TENTATIVE

PORT	TRAFFIC PERIOD	P.O.L. (Crude, Prod., LPG/LNG)	Other Liquids	Iron Ore Incl. Pellets	Fertilizers FIN. RAW	Coal Thermal & Steam	Coal Coking & Others	Containers Tonnage	Containers TEUs	Other Misc. Cargo	TOTAL	% VAR. AGAINST 2022-23
KOLKATA	TRF APRIL-MAR., 2024	298	430	29	744	6	2494	9887	642	2968	16856	
	TRF APRIL-MAR., 2023	298	1099	-	431	10	2824	8520	569	3870	17052	-1.15
Haldia Dock Complex	TRF APRIL-MAR., 2024	9782	5142	1778	96	388	20738	2061	111	9551	49536	
	TRF APRIL-MAR., 2023	9689	4782	927	55	398	20888	2067	107	9802	48608	1.91
TOTAL: SMP, KOLKATA	TRF APRIL-MAR., 2024	10080	5572	1807	840	394	23232	11948	753	12519	66392	
	TRF APRIL-MAR., 2023	9987	5881	927	486	408	23712	10587	676	13672	65660	1.11
PARADIP	TRF APRIL-MAR., 2024	37962	1891	25824	422	5490	15347	203	13	9117	145379	
	TRF APRIL-MAR., 2023	37808	1970	18507	553	4954	13433	192	12	8855	135362	7.40
VISAKHAPATNAM	TRF APRIL-MAR., 2024	18983	1641	15587	1739	1782	7306	11077	673	13162	81090	
	TRF APRIL-MAR., 2023	16097	1969	14408	1434	1408	5341	8461	522	11796	73750	9.95
KAMARAJAR(ENNORE)	TRF APRIL-MAR., 2024	4980	167	-	-	-	22046	12958	671	2981	45277	
	TRF APRIL-MAR., 2023	4700	130	-	-	-	22333	10618	550	3815	43507	4.07
CHENNAI	TRF APRIL-MAR., 2024	14744	1427	827	-	289	-	30678	1590	3633	51598	
	TRF APRIL-MAR., 2023	14148	1414	113	-	280	-	28377	1470	4617	48949	5.41
V.O.CHIDAMBARANAR	TRF APRIL-MAR., 2024	467	1162	-	797	797	9904	14940	747	4662	41402	
	TRF APRIL-MAR., 2023	299	1225	25	666	739	10158	14678	734	4366	38041	8.84
COCHIN	TRF APRIL-MAR., 2024	24186	645	-	-	190	-	10179	754	1115	36315	
	TRF APRIL-MAR., 2023	22223	647	-	-	171	-	9986	695	2228	35255	3.01
NEW MANGALORE	TRF APRIL-MAR., 2024	26374	2828	4498	491	57	6662	2801	196	908	45707	
	TRF APRIL-MAR., 2023	26839	2457	2833	535	77	4069	2369	166	1227	41417	10.36
MORMUGAO	TRF APRIL-MAR., 2024	587	405	4987	154	-	3738	6608	-	4136	20615	
	TRF APRIL-MAR., 2023	609	320	2284	94	-	2776	7409	28	3814	17334	18.93
MUMBAI	TRF APRIL-MAR., 2024	39845	1803	5484	431	122	8108	-	157	11311	67261	
	TRF APRIL-MAR., 2023	37846	1673	6045	304	107	6279	-	225	11129	63608	5.74
J.N.P.A.	TRF APRIL-MAR., 2024	3403	2481	-	-	-	-	78126	6430	1807	85817	
	TRF APRIL-MAR., 2023	3250	3052	-	-	-	-	76194	6051	1365	83861	2.33
DEENDAYAL	TRF APRIL-MAR., 2024	64379	10849	2017	3395	285	17649	8502	468	24758	132374	
	TRF APRIL-MAR., 2023	60331	11738	855	4645	139	21720	8572	492	29356	137561	-3.77
ALL PORTS	TRF APRIL-MAR., 2024	245990	30871	61031	8269	9406	127043	181569	12310	90109	819227	
	TRF APRIL-MAR., 2023	234137	32476	45997	8717	8283	129261	170287	11392	96240	784305	4.45
% Variation from previous year												
		5.06	-4.94	32.68	-5.14	13.56	-1.72	10.24	6.63	8.06	4.45	

Source: I.P.A.

Beat The Heat And Drive Safe This Summer



There are tons of resources and articles on how to safely drive your rig during the winter months, but what about the summer? While there may be less hazardous driving conditions during the summer, it is still important to keep yourself cool and stay focused on the road.

Truck drivers play a key role in the transport sector, one of the most important areas for India. So, the GOI has been addressing issues related to their working conditions and state of mind. The union minister for Road transport and highways, Nitin Gadkari, lamented recently that truck drivers have been forced to work in extreme heat conditions, therefore he has been pushing for air-conditioned cabins for truck drivers for a long time even as "some people objected to it saying it will increase costs".

The Government of India (GOI) proposed a draft notification to mandate the installation of air conditioning systems in the cabins of trucks travelling in India has been approved but until that happens in reality the drivers have to take extra precautions to take control of the roads.

Here are some tips to drive safely and beat the heat while you're driving during the hot summer months.

PROTECT YOURSELF FROM THE SUN

We all know how good the sun shining through the driver-side window can feel, but too much of it can be dangerous. Don't let yourself get sunburned on your left arm also known as "Trucker's Arm" or "Driver's Tan." Not only does nasty sunburn hurt but it can make it harder to sleep, and we all know how important it is for drivers to get the proper amount of sleep. More importantly, sunburn can lead to dangerous health risks such as skin cancer. Protect yourself by using sunscreen, a sun sleeve, a window cover, or wearing a light long-sleeved shirt.

STAY HYDRATED

As the temperature rises you need to increase your water intake. Remember, you should always have water handy. This includes spare bottles in the case of a breakdown. You don't want to be stranded working out an issue in the hot summer sun with no water. It's a good idea to drink half your weight in liters of water during the day. So if you weigh

75 kilograms you should be drinking 2.5 liters of water throughout the day. While this may increase the amount of bathroom stops you take, it is a small price to pay to ward off heat stroke.

WATCH OUT FOR VACATIONERS

The summer months may see increased travel traffic as families travel for vacation. Remember to be wary of this. You should always be alert when driving but this is especially important during the summer months. Additionally, remember to watch out for motorcycles as they are seen much more frequently in the summer.

BE AWARE OF THE WEATHER

While the summer months might not see snow or ice on the roads, the one weather event to look out for is strong storms. High winds and heavy rain can make the roads especially hazardous for truckers. You don't want to be caught off guard in a thunderstorm; always be aware of the weather that is ahead of you. If you can, change routes to avoid inclement weather.

CHECK YOUR TRUCK

Compared to cooler temperatures, the summer month's hot climate can put your truck at certain risks. Hot temperatures can affect your brakes and lead to brake fade. This occurs when the brake pad and brake rotor no longer generate enough mutual friction due to being overheated. You'll notice it's harder to brake or may lose braking functions completely. Make sure you check the brakes when you are stopped to ensure they are working correctly. Other problems that can arise during the heat of the summer months are tyre blowouts. Under-inflated tires will increase blowout risks so be sure to check that your tires are properly inflated before setting out on the open road.

Keep these tips in mind during the summer months to beat the heat and drive safely in the hot weather, and remember, All India Transporters' Welfare Association (AITWA) always comes up with helpful articles in their monthly magazine Parivahan Pragati to help out truck drivers, so reading these articles.

X



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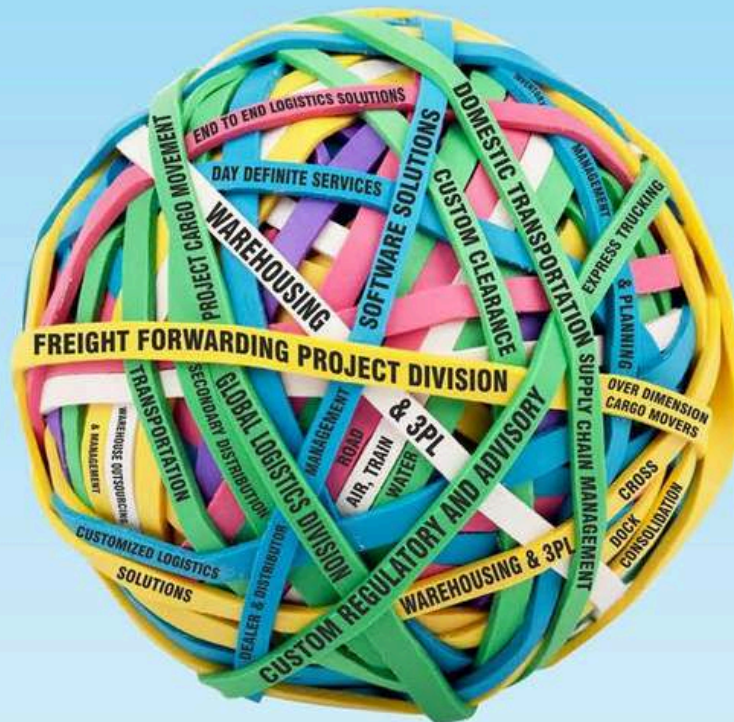
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